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U.S. Department of Transportation
Federal Highway Administration

July 12, 2004

FINDING OF NO SIGNIFICANT IMPACT

Project ID # 7210-05-03
USH 63
I-94 to STH 64
St Croix County

This finding of no significant impact is based on the attached environmental document which has been independently evaluated and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. This project will not have any significant impact on the human environment.

Approved:

/s/

Peter M. Garcia, P.E.
Construction Management Engineer

cc: WisDOT Jon Novick BEES
Troy Staplemann D6 DEC

File: 6/St. Croix/ USH 63/I-94 to STH 64

USH 63
IH 94 to STH 64
St. Croix County, Wisconsin
I.D. 7210-05-03

US 63 Environmental Assessment

Wisconsin Department of Transportation

March 2004

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Wisconsin Department of Transportation

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Project I.D. 7210-05-03	**Funding Source** ☐ **State Only** ☒ **Federal**
Project Termini USH 63 **Section** I-94 to WIS 64 **County** St. Croix	**Federal Number** _____ **Estimated Project Cost (Include R/W Acquisition)** **$**49,400,000 (Construction)

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a	☐ **Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment** ☐ **Environmental Assessment (EA) EIS Required** ☐ **Environmental Report (2-ER)**
☐ **Finding of No Significant Impact (FONSI).**	

X _____ _____ **(Title)**_____ **(Date)**	**X**_____ _____ **(Title)**_____ **(Date)**
X _____ _____ **(Title)**_____ **(Date)**	**X** _____ _____ **(Title)**_____ **(Date)**
X_____ _____ **(☐ District, ☐ Aero, ☐Rails & Harbors)** **(Date)**	**X** _____ _____ **(☐ District, ☐ Aero, ☐Rails & Harbors)** **(Date)**
X _____ _____ **(Director, Bureau of Environment)** **(Date)**	**X** _____ _____ **(Director, Bureau of Environment)** **(Date)**
X _____ _____ **(☐ FHWA ☐ FAA ☐ FTA ☐ FRA** **(Date)**	**X** _____ _____ **☐ FHWA ☐ FAA ☐ FTA ☐ FRA** **(Date)**

1. Description of Proposed Action (Attach project location map and other appropriate graphics).

The proposed action provides a corridor for improving US 63 between I-94 and WIS 64. The study corridor is shown in Figure 1.01-1 and is located in Northwest Wisconsin near the Village of Baldwin. A preliminary screening of alternatives was performed in a 2001 Environmental Report (ER). This Environmental Assessment (EA) expands upon the preliminary analysis completed in the ER. The preferred alternative described in this EA is not likely to be constructed until the year 2020 or later. Rapid development in the vicinity of the study corridor is expected to make corridor preservation efforts vital to minimizing future improvement costs and feasibility. This EA also compares the construction impacts of several alternatives to assist in selecting the most environmentally balanced corridor for future US 63 expansion. WisDOT will seek to preserve this corridor until highway improvements are needed.

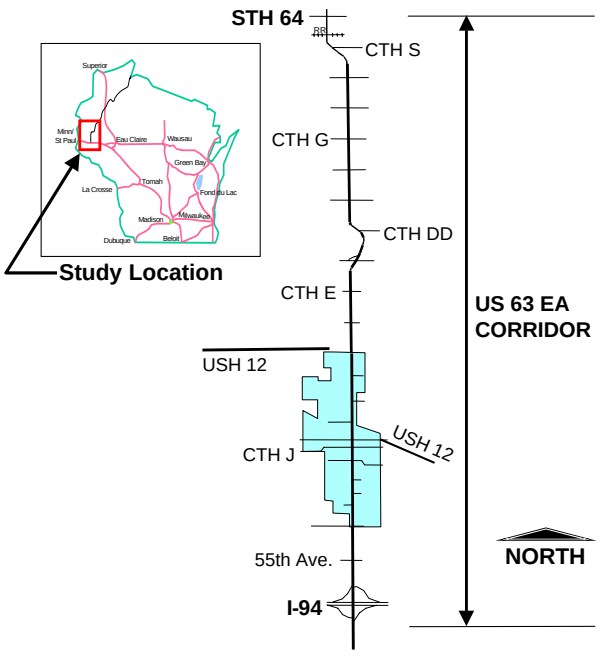


Figure 1.01-1 Project Corridor

The impacts being evaluated in this document include, to the extent possible, those of the future

construction of the alternatives. The effects of corridor preservation are acknowledged, yet are not the focus of this document. Corridor preservation measures that may be implemented include zoning and official mapping. These corridor preservation measures will require close coordination with local communities.

2. Purpose and need of proposed action. Include description of existing facilities, abutting facilities, and how the action links into the overall transportation system. When appropriate, show that commitment for future work is not being made without evaluation, and that viable alternatives in a larger framework are not being unduly foreclosed.

2.01 PURPOSE

The purpose of the US 63 action is to identify a US 63 alternative that meets future transportation needs and preserve a corridor so that the action can be implemented at a future date. The future US 63 improvement alternatives should preserve highway mobility on US 63 through and around the Village of Baldwin and north of Baldwin while also addressing local transportation needs.

Figure 2.03-1 Statewide Role of US 63

2.02 NEED

There are several needs and factors that influence the type and schedule of US 63 improvements:

- System Needs/Regional Role
- Traffic Operations
  - Traffic Volumes
  - Intersection Operation
  - Traffic Signal Warrants
  - Rural Two-Lane Operation
- Safety

The following paragraphs describe these needs.

2.03 SYSTEM NEEDS/REGIONAL ROLE

STH 63 is classified as a principle arterial and serves regional north-south travel in northern Wisconsin. It connects the Minneapolis/ St. Paul metropolitan area with northern Wisconsin and Upper Michigan. USH 63 also provides a link to the national transportation system for northwest Wisconsin. Figure 2.03-1 shows the statewide role of USH 63 while Figure 2.03-2 shows the regional role of USH 63.

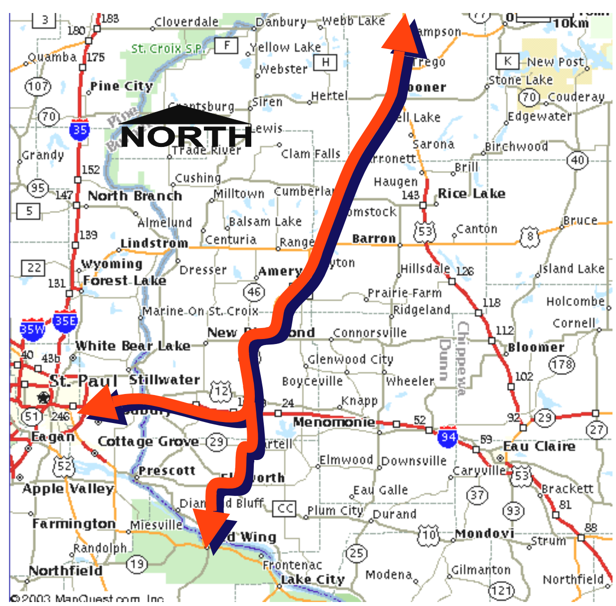


Figure 2.03-2 Regional Role of USH 63

This regional and interregional role of US 63 is illustrated in a license plate survey performed just outside the northern portion of this corridor in August of 2002 (see Figure 2.03-3). During the week more than 40 percent of the traffic on the roadway is from out of state or travels from over 50 miles away or out of state. During weekends this regional composition is even greater. On weekends 53 percent of the traffic using the corridor is from out of state with another 19 percent traveling from over 50 miles away.

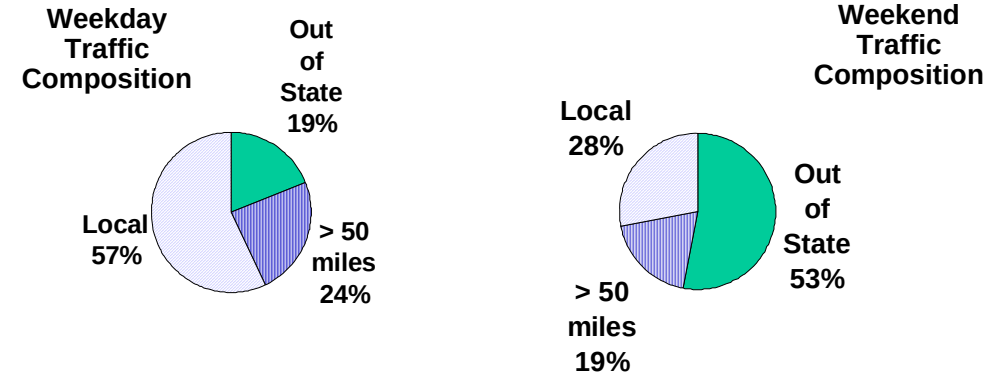


Figure 2.03-3 USH 63/STH 64 Traffic Composition

USH 63 also connects smaller communities within the area such as Baldwin, Clear Lake, Turtle Lake, Cumberland, Spooner, Hayward, Seeley, and Cable. USH 63 provides these communities access to USH 8, USH 53, USH 2 and I 94. Apart from USH 53, USH 63 is one of the few north-south highways in northwestern Wisconsin.

2.04 TRAFFIC VOLUMES AND AREA GROWTH

A. Existing and Historical Traffic

St. Croix County is growing at a more rapid rate than the state of Wisconsin. From 1980 to 1990, St. Croix County's population increased 16 percent while Wisconsin's population only increased 4 percent. From 1990 to 2000, St. Croix County's population increased almost 26 percent compared to Wisconsin's 10 percent. The attractive setting and the county's proximity to major metropolitan areas are fueling the growth. Figure 2.04-1 illustrates St. Croix County growth compared to Wisconsin growth. This

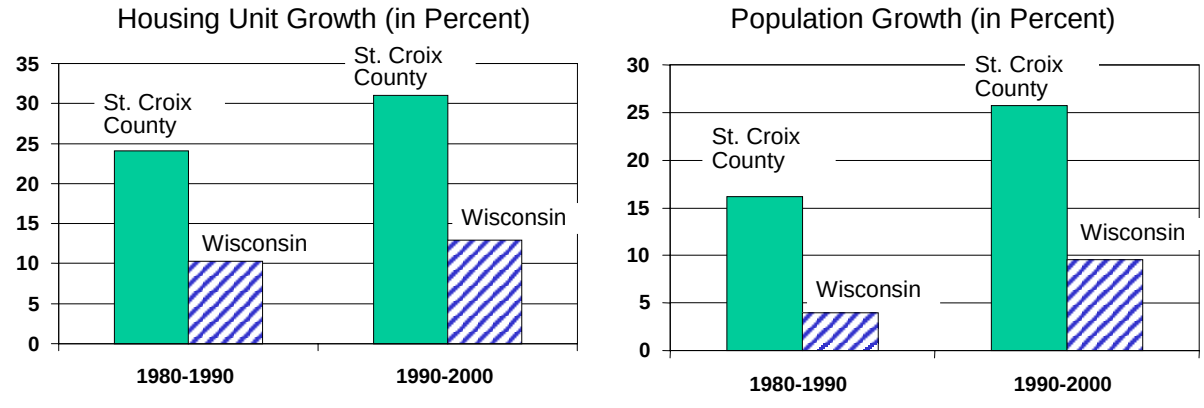


Figure 2.04-1 St. Croix County Growth Compared with Wisconsin Growth

development has spurred higher than normal traffic growth for this corridor. Historical US 63 traffic growth shows an annual increase between 4.1 to 8.7 percent, depending on location, per year since 1975. Most growth rates averaged around 6 percent per year. In contrast, Wisconsin traffic growth has ranged from 2 to 3 percent for the same time period.

Currently traffic volumes on US 63 range from about 4,200 ADT just south of WIS 64 to about 13,200 within the Village of Baldwin.[1] Figure 2.04-2 shows the existing daily traffic volumes on US 63 compared to cross-street traffic both through and north of Baldwin. Besides the I-94 interchange ramps on the south side of the project, the WIS 64 intersection has the greatest side-road volumes. Volumes at the County J and County G intersections are relatively low and are stop-controlled. The only signalized intersections along this corridor are 55th Avenue, Cedar Street, and Main Street. Figure 2.04-3 illustrates existing and projected traffic volumes along US 63.

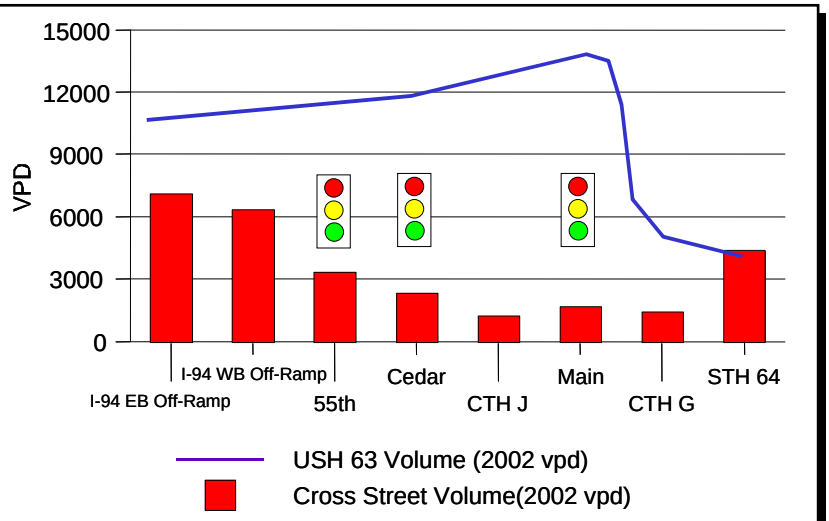


Figure 2.04-2 2002 US 63 Volume Compared to Cross Street Volume

B. Projected Traffic

The study developed two ranges of traffic projections. One is based on historical growth trends (high rate), and the other is based on a discounted regression of previous traffic counts (low rate). The high rate assumes traffic volumes will continue to grow at a slightly lower rate (3.5) than they have in the past 20 years. The low rate assumes that traffic volume growth will diminish as people reduce travel and residential and commercial development tapers. The range presented by these two projections provides a reasonable basis of probable future traffic volumes.

Applying these 2032 projections to Section 1, US 63 will have between 18,100 and 24,400 vpd between the interstate and County J. Between County J and US 12 West, US 63 will have approximately 20,100 to 27,000 vpd. Applying these 2032 projections to Section 2, north of Baldwin, the ADT drops to approximately 10,200 to 13,700 from US 12 West to County DD. The ADT is projected to be about 7,600 to 10,300 from WIS DD to about 160th Avenue. From 160th Avenue to WIS 64, the ADT is approximately 6,400 to about 8,600 vpd.

[1] Based on 2001 volumes from the WisDOT Traffic Volume Data Book factored to 2002 values assuming 2% growth and intersection counts taken June 2002.

The actual volumes experienced during the projection years will vary from those shown in this report. The volumes provide a reasonable estimate for planning purposes. Figure 2.04-3 shows projected traffic through 2032.

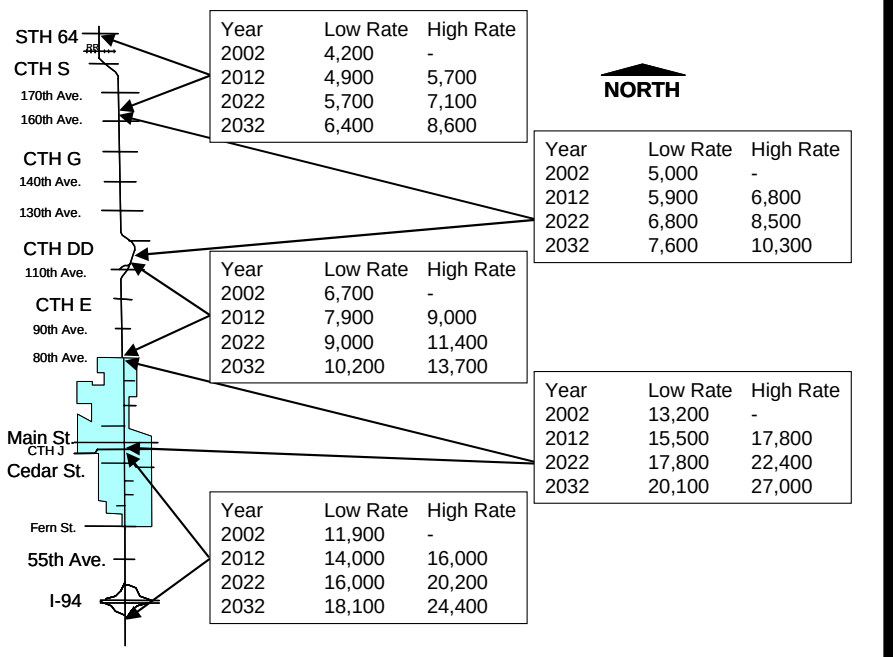


Figure 2.04-3 Existing and Projected Traffic for US 63

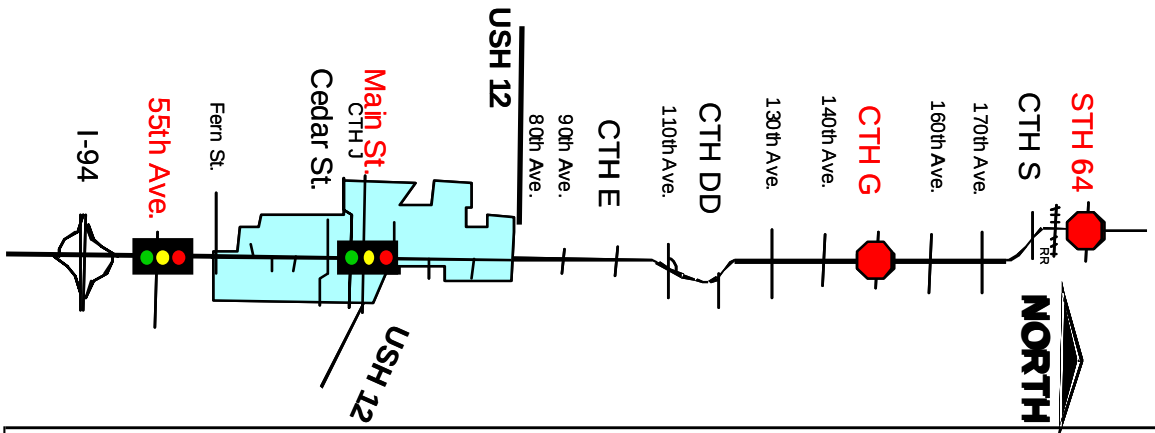
2.05 INTERSECTION OPERATION

A. Operation Description

The operation of a roadway (e.g., congestion levels) is typically described as “Level of Service” (LOS). The LOS rating system describes the traffic flow conditions of a roadway or intersection and ranges from A (free flow conditions) to F (over capacity). In urban areas, the LOS at intersections is the primary evaluation measure for operation levels.

For intersections, LOS is determined by the average delay (in seconds) of all vehicles entering the intersection. The average delay is based on the peak 15-minute period of the peak hour being analyzed. Since this delay is an average value, some vehicles will experience greater delay, and some will experience less delay than the average value. Intersections with short average delays have high Level of Service; conversely, intersections with long average delays have low Level of Service. LOS E is considered to be the limit of acceptable delay. An LOS of F for the total intersection is considered to be an indication of the need for improvement. Many communities establish a delay of up to 55 seconds for signalized intersections and 35 seconds for unsignalized intersections, both corresponding to LOS D, as their minimum standard. Therefore, the intersections overall must maintain an LOS D.

The study analyzed four intersections to determine if their operation is at acceptable levels of service (LOS). These intersections are representative of operating conditions throughout the corridor. The existing LOS for each intersection is described below. Figure 2.05-2 summarizes intersection LOS in 2002, 2012, 2022, and 2032.



Intersection:	MOE	2002			2012			2022			2032		
55th Street (Signal)	Max. App. Delay	12.8 sec	WB	LOS B	11.8-23.4 sec	EB	LOS B-C	23.3-23.4 sec	EB	LOS C	9.0-33.3 sec	NB	LOS A-C
	Overall Delay	11.0 sec		LOS B	11.3-11.4 sec		LOS B	11.4-13.6 sec		LOS B	12.0-26.7 sec		LOS B-C
	Max. Queue		NB	190'		NB	220-250'		SB	230-360'		NB	280-830'
Main Street (Signal)	Max. App. Delay	22.1 sec	EB	LOS C	22.6-23.1 sec	EB	LOS C	23.1-26.4 sec	EB	LOS C	24.3-41.5 sec	EB	LOS C-D
	Overall Delay	8.0 sec		LOS A	8.7-9.6 sec		LOS A	9.6-13.0 sec		LOS A-B	10.9-23.6 sec		LOS B-C
	Max. Queue		NB	270'		NB	340-410'		NB	410-660'		NB	520-1170'
CTH G (2-way Stop)	Minor Street Delay	14.0 sec	EB	LOS B	16.5-20.8 sec	EB	LOS C	19.6-37.0 sec	EB	LOS C-E	25.3-109.7 sec	EB	LOS D-F
		13.0 sec	WB	LOS B	14.4-16.9 sec	WB	LOS B-C	16.0-23.1 sec	WB	LOS C	18.8-42.7 sec	WB	LOS C-E
	Max. Queue		EB	20'		EB	30-50'		EB	50-110'		EB	70-260'
WIS 64 (4-way Stop)	Max. App. Delay	12.5 sec	EB	LOS B	14.9-19.1 sec	EB	LOS B-C	19.1-43.3 sec	EB	LOS C-E	26.9-122.0 sec	EB	LOS D-F
	Overall Delay	11.0 sec		LOS B	12.5-14.8 sec		LOS B	14.8-26.0 sec		LOS B-D	18.7-58.1 sec		LOS C-F

Note: Analysis software does not provide a maximum queue for the four-way stop-controlled WIS 64 intersection.

B. Section 1 Urban Intersections (through Baldwin)

In general, the delays calculated for the intersections analyzed along the study corridor for through traffic operate at LOS D or above. Signalized intersection operations begin to deteriorate in 2022 and reach unacceptable levels in 2032 according to the high growth rate traffic projections. By 2032 side-road delays at unsignalized intersections become greater and in some cases are extreme (see US 63 and County G). When this occurs, the demand for signals at stop-controlled intersections will increase. With every added signal, through traffic will experience greater delay. See Figure 2.0C.

C. Section 2 Rural Intersection Operation

The two intersections analyzed in Section 2 are both rural, stop-controlled intersections. The amount of traffic and the number of opportunities to pass primarily influence the LOS in rural corridors. Because there are few signals or four-way stop-controlled intersections, intersection operation influences through traffic operation very little. Yet while intersection operation does not affect through traffic, side-road traffic can experience great difficulty in accessing the roadway and/or crossing the roadway. Beginning in 2022, sideroad traffic on both the CTH G and the STH 64 intersections is projected to deteriorate to congested levels. By 2032 sideroad traffic will experience operation levels between LOS D to F.

2.07 TWO-LANE RURAL OPERATION – NORTH OF BALDWIN

A. LOS Descriptions

On two-lane highways, the level of service is largely determined by the ability of travelers to travel at their desired traveling speed and the ability to pass slow-moving vehicles when necessary. Platooning occurs when travelers are not able to travel at their desired traveling speed because of a slow-moving vehicle in front of them. The amount of platooning that occurs on a highway is a function of the volume of vehicles on the highway, the makeup of those vehicles, the number of passing opportunities available, and the amount of opposing traffic. A two-lane highway's passing capacity is highly dependent on the opposing traffic stream. Motorists are forced to change their individual travel speed as volumes increase and the ability to pass declines.

Two operational measures, average speed and percent delay time, are used to describe the quality of service provided to motorists on a two-lane highway. An LOS A is the highest quality of traffic service, and LOS F is the lowest quality of traffic service.

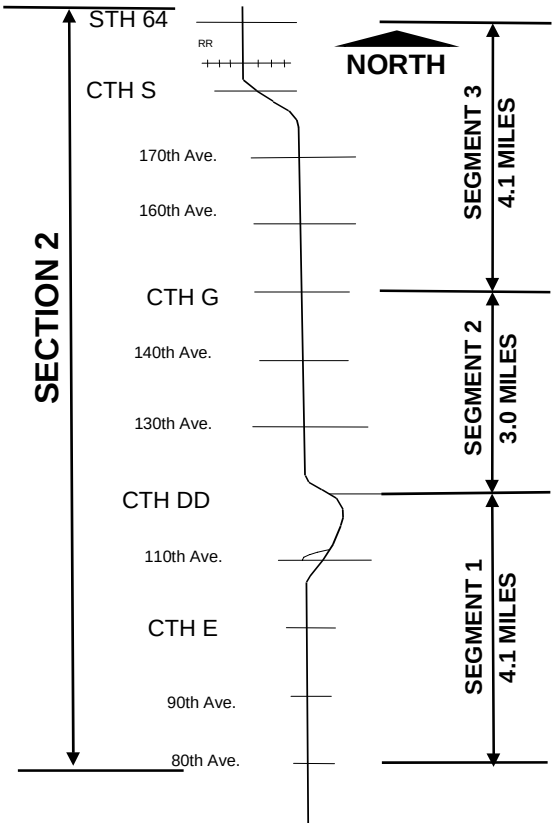


Figure 2.07-1 Two-Lane Segment Summary

B. Section 2 - US 63 Two-Lane Operation Levels

To determine rural operation levels, the study team divided the 11-mile rural section north of Baldwin into three segments between major intersections. Figure 2.07-1 illustrates the location of these segments. Segment 1 runs from US 12 West to County DD and is 4.1 miles long. Segment 2 runs from County DD to County G and is 3.0 miles long. Segment 3 runs from County G to WIS 64 and is 4.1 miles long.

The study analyzed the two-lane portion of US 63 for both 2002 and 2032. Figure 2.07-2 shows the LOS of each two-lane segment for existing conditions and 2032.

In Segment 1 the existing LOS is C. By 2032 it is expected to drop to LOS D whether the low growth rate or high growth rate traffic projections are used.

Segment	Existing (2002)	2032 (Lo-Hi Growth)
Segment 1	ADT = 6,700 vpd PHV = 670 vph % Passing = 41% **LOS C**	ADT = 10,200 - 13,700 vpd PHV = 1,020 - 1,370 vph % Passing = 41% **LOS D - LOS D**
Segment 2	ADT = 5,000 vpd PHV = 500 vph % Passing = 45% **LOS C**	ADT = 7,600 - 10,300 vpd PHV = 760 - 1,030 vph % Passing = 45% **LOS D - LOS D**
Segment 3	ADT = 4,200 vpd PHV = 420 vph % Passing = 47% **LOS C**	ADT = 6,400 - 8,600 vpd PHV = 640 - 860 vph % Passing = 47% **LOS C - LOS D**

Figure 2.07-2 Two-Lane Operation Levels

Segment 2 also operates at LOS C under existing traffic. This segment is also expected to drop to LOS D by 2032. In Segment 3 the existing LOS is C. In 2032 Segment 3 is expected to operate at LOS C or D depending on which traffic growth rate is applied.

At LOS D, vehicles can be delayed up to 75 percent of the time and mean platoon sizes can range between five to ten vehicles. At this level, speeds are maintained around 50 miles per hour (mph). However, the high demand for passing along with the increased inability to pass increases the driver frustration level.

2.08 SAFETY

A. Crash Rates

Because much of US 63 functions within its capacity, congestion-related crashes are not prevalent. Most of US 63 has crash rates below the state average for rural state trunk highways and urban streets. Only the portion of US 63 between I-94 and 55th Avenue has a crash rate above the statewide average. Figure 2.08-1 illustrates the number of crashes and crash rates for four sections of the US 63 corridor.

The section of US 63 between US 12 West and CTH G had a very high fatal crash rate. There were four fatalities on this section of highway between 1999 and 2001 resulting in an average fatal crash rate that was more than five times the state average for that time period. The four fatalities occurred as a result of three separate crashes. Two of the crashes involved head-on collisions and one involved an overturned vehicle. Also, complete 2002 crash data was not available in time to include in this document. However, it is known that an additional fatal crash occurred at the US 63/US 12 West intersection on the north side of Baldwin in 2002. The fatal crash rate on US 63 between US 12 West and CTH G indicates a need for investigation and implementation of safety improvements.

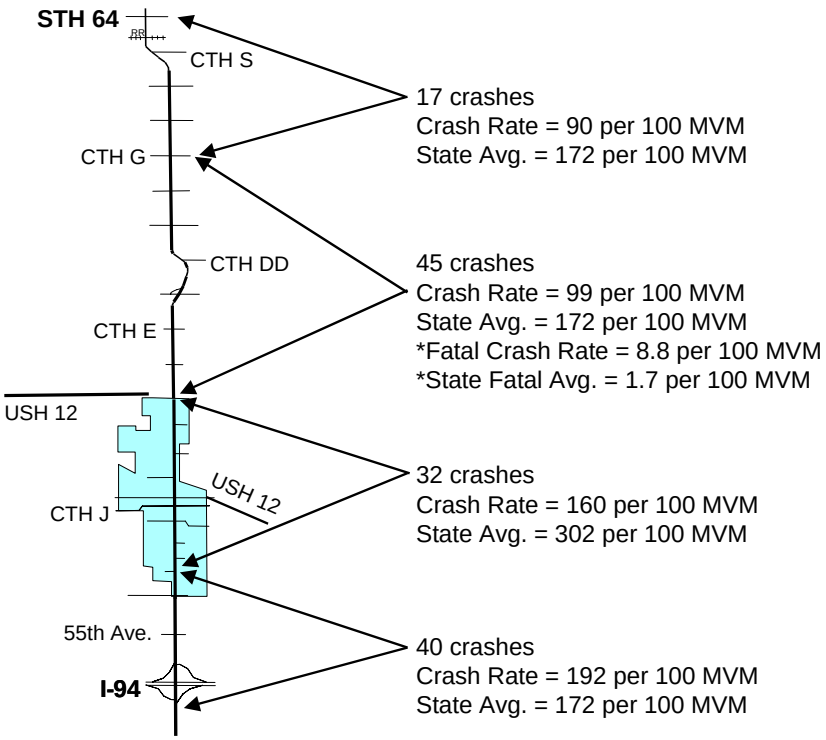


Figure 2.08-1 US 63 vs. Statewide Crash Rates Average 1999-2001

B. Intersection Crashes

The study team obtained crash records from the WisDOT for each of the intersections within the project limits. Between 1999 and 2001, there were 83 isolated intersection crashes.

Figure 2.08-2 lists the intersection crash numbers from 1996 to 1999 and the approximate intersection crash rates per million vehicles entering. At intersections where turning movement or average daily traffic was unavailable the crash rates are based on estimated side-road traffic volumes. The rates provide a representation of the crash frequency at intersections located along the US 63 corridor.

SECTION 1

South of Baldwin	Total Crashes	Estimated Side Road ADT	Estimated Mainline ADT	Intersection Crash Rate
I-94 EB Off-Ramp	5	3190	11900	0.30
I-94 WB Off-Ramp	2	1110	11900	0.14
55th Ave.	19	3210	11900	1.15
60th/Fern St.	7	2060	11900	0.46

Village of Baldwin	Total Crashes	Estimated Side Road ADT	Estimated Mainline ADT	Intersection Crash Rate
Cedar St.	9	2680	12550	0.54
CTH J/Florence	5	970	13200	0.32
Oak	1	800	13200	0.07
Maple	6	1600	13200	0.37
Main	3	2030	13200	0.18
Newton	1	200	13200	0.07
US 12 East	2	1820	13200	0.12
Lokhorst	1	800	13200	0.07
US 12 West/80th	5	4120	9950	0.32

SECTION 2

North of Baldwin	Total Crashes	Estimated Side Road ADT	Estimated Mainline ADT	Intersection Crash Rate
CTH E	2	500	6700	0.25
110th	1	400	6700	0.13
CTH DD	1	400	5000	0.17
CTH G	2	1230	5000	0.29
STH 64	7	4240	5000	0.69

Intersections not listed had no crashes from 1999-2001

Figure 2.08-2 Intersection Crash Rates, 1999-2001

Normally, intersection crash rates that exceed 1.5 crashes per million entering vehicles indicate a need for intersection improvements. No intersection crash rates exceed this rate. The intersection with the highest crash rate was US 63/55th Avenue. This intersection had a crash rate of 1.15 per million entering vehicles.

C. Crash Types

Figure 2.08-3 illustrates the different types of crashes for US 63 in Sections 1 and 2. Angle crashes are highest through Baldwin, which illustrates the higher side-road traffic volumes. Rear-end collisions are also high in Baldwin illustrating the difficulty turning traffic on US 63 encounters. Both of these characteristics are typical of an urban roadway. Non-collision crashes where there is only one vehicle involved (e.g., property damage) are highest in the rural portion of the corridor north of Baldwin. This is a typical crash characteristic of rural roadways.

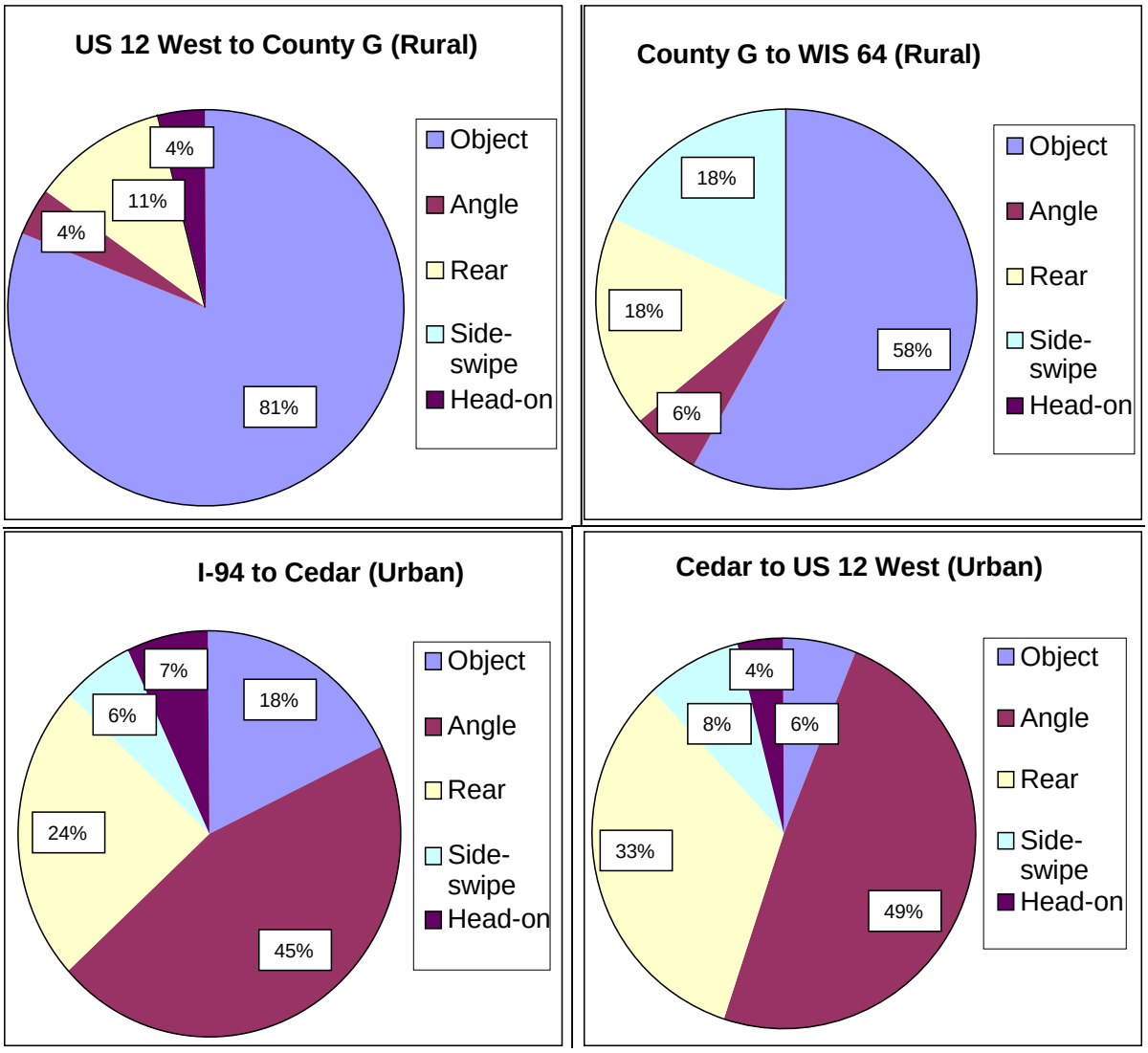


Figure 2.08-3 US 63 Manner of Collision

3. Summary of the alternatives considered and if they are not proposed for adoption, why not. (Identify which, if any, of the alternatives is the preferred alternative.)

3.01 INTRODUCTION

The roadway and land use characteristics vary throughout the US 63 project corridor in St. Croix County, Wisconsin. For that reason, this study separates the corridor into two sections. Section 1 addresses the needs in and around the Village of Baldwin and spans from the I-94 interchange to County E, north of the Village. Section 2 addresses the needs north of Baldwin and spans from County E to the WIS 64 intersection. Figure 3.01-1 shows Sections 1 and 2 of the project corridor.

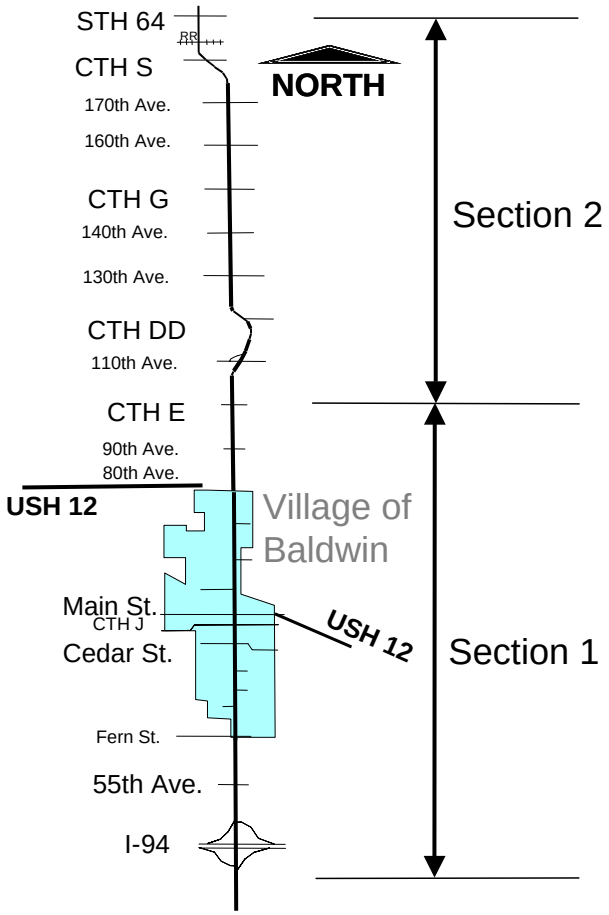


Figure 3.01-1 US 63 Corridor Sections

Section 1 consists of a rural roadway transitioning into an urban roadway. Alternatives for this section include multiple alignments around the Village and an alignment through the Village. The Section 1 preferred Alternative is Alternative 4, which realigns US 63 east of the Village of Baldwin.

In Section 2, existing US 63 is a two-way, two-lane rural roadway. The alternatives developed for Section 2 include a No-Build and a single build alternative. The build Alternative is broken into three stages. Stage 1 of this Alternative would start by adding passing lanes and could evolve into a four-lane, divided freeway facility with fully controlled access. However, for the purposes of this Environmental Assessment, the preferred Alternative is Stage 2, a four-lane, divided highway with limited access (expressway-type facility).

3.02 SUMMARY OF SECTION 1 (BALDWIN) ALTERNATIVES – I-94 TO COUNTY E

A. <u>No-Build Alternative</u>

The No-Build Alternative would not provide improvements to the US 63 corridor other than those associated with routine maintenance and would therefore not require corridor preservation.

The No-Build Alternative does not alleviate the operational concerns expected to arise in the next thirty years. Traffic volumes are expected to reach 20,000 to 27,000 vehicles per day, a volume typically handled by a four-lane urban roadway. If capacity is not improved, traffic operations analysis indicates that by 2032 northbound queues at the 55th Avenue intersection will reach 300 feet to 800 feet. Queues of this length can cause safety issues and will affect the operation of the I-94 interchange. Northbound

queues at the Main Street intersection will reach 500 feet to 1200 feet, blocking one to three adjacent intersections to the south. When intersections become blocked, operational problems compound throughout the street system. US 63 will become increasingly congested, and it will become much more difficult for local traffic and pedestrians to cross the highway.

Congestion on US 63 could have several effects. US 63 congestion will make it more difficult to access businesses fronting US 63, affecting the Village's economic vitality. Congestion will also affect community character and cohesion. Congested conditions could lead to US 63 acting as a barrier in the community, dividing it into the east and west sides and inhibiting frequent community interaction.

B. Alternative 1 – Far West Realignment

Alternative 1 realigns US 63 west of Baldwin as a high speed four-lane facility. Initially Alternative 1 could be constructed as a two-lane high speed facility with access only at interchanges. Eventually it could be converted to a four-lane freeway. As shown in Figure 3.02-1, just north of the I-94 interchange near 55th Avenue, Alternative 1 would connect with the existing US 63 roadway through either an at-grade intersection or a diamond interchange. It would then continue north as a limited access roadway with grade separations (over/underpasses) at 60th Avenue, County J, and 90th Avenue and a full diamond interchange at US 12. Alternative 1 would connect with the existing US 63 alignment about 1.8 miles north of US 12, just south of County E. Properties north of US 12 would access US 63 at the US 12 diamond interchange. A portion of 200th Street would be realigned with this alternative.

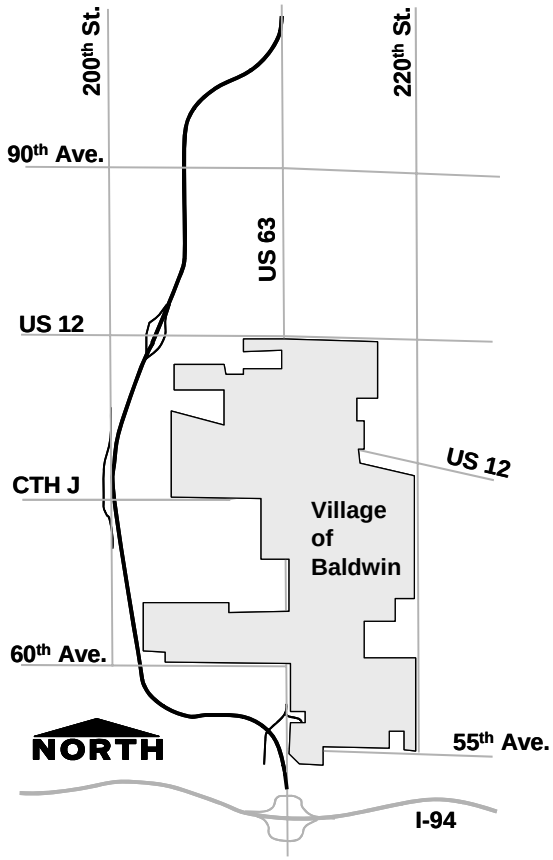


Figure 3.02-1 Alternative 1 Alignment

Alternative 1 meets the future capacity needs of US 63 by diverting a portion of the traffic from downtown Baldwin to the realigned roadway. Highway safety and mobility would improve substantially with Alternative 1 as well.

Alternative 1 is the longest realignment alternative and requires the greatest amount of farmland. It also requires more relocations than the other realignment options. Alternative 1 is located within the Wisconsin Department of Natural Resources' (DNR) Prairie Restoration Zone, and highway runoff would have a direct impact on the headwaters of the Rush River. Finally, it impacts the largest amount of wetland and environmental corridors of the four alternatives.

There were several objections voiced about Alternative 1 in the public and local official feedback. Concerns included the high quality farmland that Alternative 1 would impact, Alternative 1's proximity to the airstrip, and the number of relocations that Alternative 1 requires.

C. Alternative 2 – Near West Realignment

Alternative 2 is a near west realignment of US 63. This Alternative could also start as a two-lane high speed roadway with interchanges and be converted to a four-lane freeway. Figure 3.02-2 illustrates the alignment. Starting from the I-94 interchange, Alternative 2 would travel north as a suburban four-lane roadway on the existing alignment. The US 63/55th Avenue connection would continue to be an at-grade intersection. As US 63 travels north, the access from 60th Avenue to US 63 would be closed. South of Cedar Street, Alternative 2 leaves the existing alignment with a diamond interchange. Continuing north, Alternative 2 would be a high-speed limited access roadway with grade separations (over/underpass) at County J and 90th Avenue and a full diamond interchange at US 12. Alternative 2 connects with the existing US 63 alignment about 1.8 miles north of US 12, just south of County E. Properties north of US 12 would access US 63 through the US 12 diamond interchange.

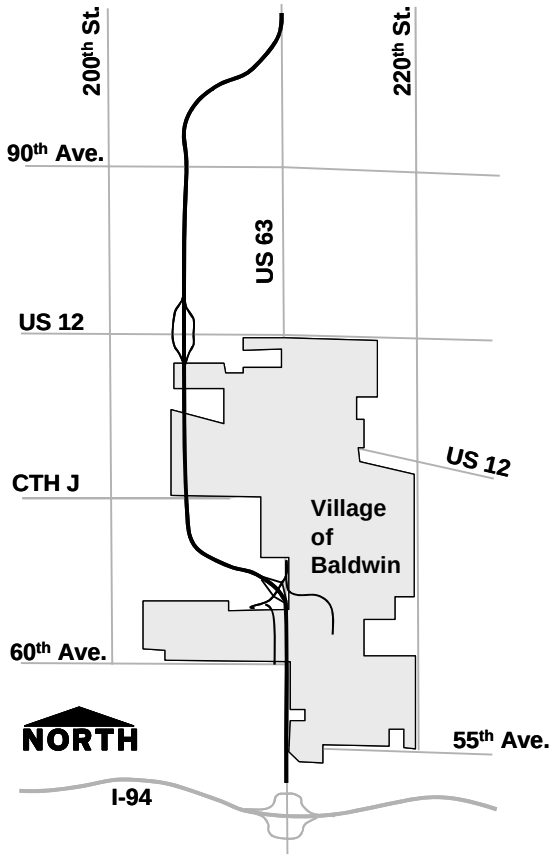


Figure 3.02-2 Alternative 2 Alignment

Alternative 2 meets the future capacity needs of US 63 by diverting a portion of the traffic from downtown Baldwin to the realigned roadway. Highway safety and mobility would substantially improve with Alternative 2.

The amount of right-of-way required, relocations, farmland required, and wetland and environmental corridor impacts of Alternative 2 are less than those of Alternative 1. The impacts associated with Alternative 2 are similar to those of the preferred alternative.

There were several objections received through public and local official feedback regarding Alternative 2. The objections included Alternative 2's proximity to the schools on the west side of Baldwin, the quality of the farmland it impacts, and the number of relocations Alternative 2 requires.

D. Alternative 3 – On Current Alignment

Alternative 3 travels on the existing US 63 alignment as an urban/suburban arterial with a median section and reduced access. Figure 3.02-3 illustrates the on-alignment option and Figure 3.02-4 illustrates the median configuration associated with Alternative 3. While Alternative 3 maintains signalized, at-grade intersections, their spacing is increased to approximately 2000 feet. The proposed signalized intersections include 55th Avenue, 60th Avenue, Cedar Street, County J (Florence Street), Curtis Street, and US 12 West. There would be several unsignalized intersections that would maintain access to US 63 yet would be stop-controlled. Unsignalized full-access intersections include Elm Street, Main Street, and Hillcrest Street. Most of the remaining intersections would have access to US 63 through right-in/right-out driveways only. Access to US 63 from Oak Street and Maple Street would be removed. Residential driveways would be reduced to right-in/right-out access while commercial driveways would be relocated to adjacent side streets. Commercial properties that could not be granted reasonable side street access would be relocated. Additional parallel connections would need to be implemented to augment local access needs. US 12 East would be realigned with 80th Avenue as part of Alternative 3. The US 12 realignment would allow the full-access intersection of Curtis Street and US 63 to be signalized, rather than the tee intersection at existing US 12 East and US 63.

Alternative 3 meets the future capacity needs of the US 63 corridor by expanding the roadway cross section and limiting access to the highway. Safety would be improved compared with the No-Build Alternative, but it would not be as safe as the realignment alternatives. Urban roadways tend to have crash rates that are about double those of similar rural facilities.

The on-alignment improvement minimizes the amount of right-of-way required, impacts to farmland, and impacts to wetlands and environmental corridors. Alternative 3 requires the largest amount of residential and commercial

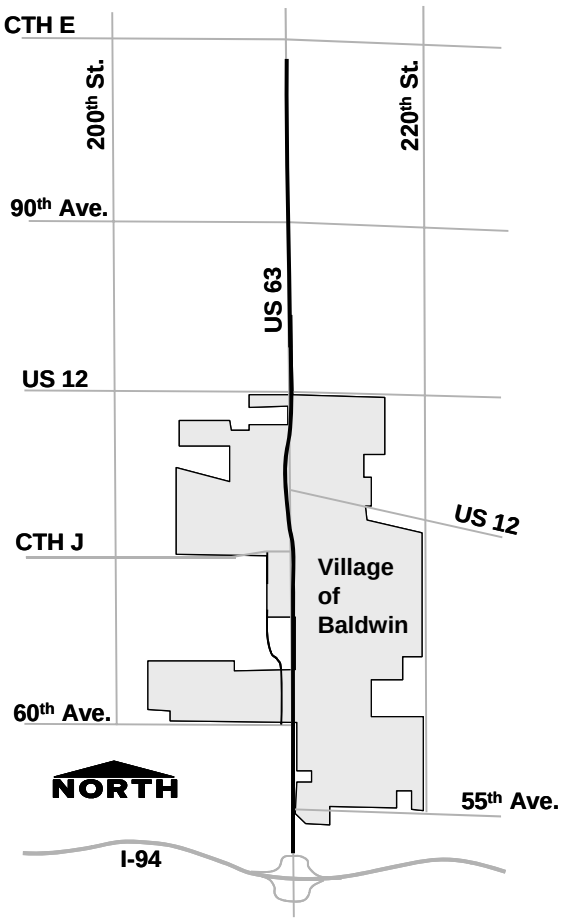


Figure 3.02-3 Alternative 3 Alignment

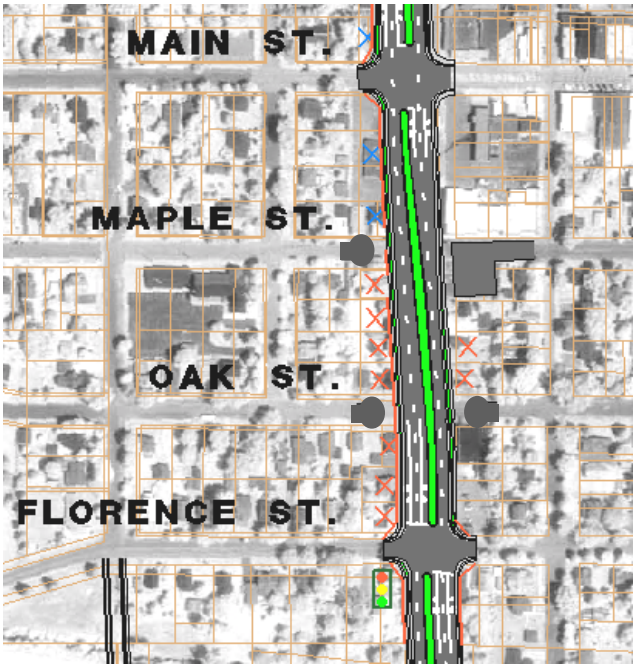


Figure 3.02-4 Potential Barrier Effect of US 63 In Baldwin

relocations.

Alternative 3 tries to accommodate regional and local traffic on the same roadway, yet both functions are compromised with this alternative. Local traffic desires to access businesses, residences, and community facilities. With this alternative, there will be much less direct access than what currently exists. Regional US 63 traffic seeks higher speed mobility and safety, yet this Alternative has several at-grade intersections and signals.

Figure 3.02-4 shows the median proposed for Alternative 3. The median improves safety conditions for motor vehicles but limits access to side roads and businesses. Limiting access along US 63 could segment the Village by making it difficult to move within the community and interact with neighbors on the opposite side of the highway.

Interaction with local officials indicated there was some support for Alternative 3, but the reduction in access was a voiced concern.

E. Preferred Alternative: Alternative 4 – East Realignment

Alternative 4 proposes an eastern realignment of US 63. As with Alternatives 1 and 2, the alignment would probably start as a two-lane high speed roadway, yet ultimately it could be converted to a four-lane freeway. Figure 3.02-5 shows Alternative 4's alignment. Traveling north, Alternative 4 leaves the existing US 63 alignment just north of the I-94 interchange. Alternative 4 would access 55th Avenue through a diamond interchange. Alternative 4 then continues north as a limited access roadway, with grade separations (over/underpasses) at Maple Street (east of the Village), existing US 12 East, and 90th Avenue. A full diamond interchange would be provided on existing 80th Avenue in line with US 12 West. Alternative 4 connects with existing US 63 about 1.8 miles north of US 12 West.

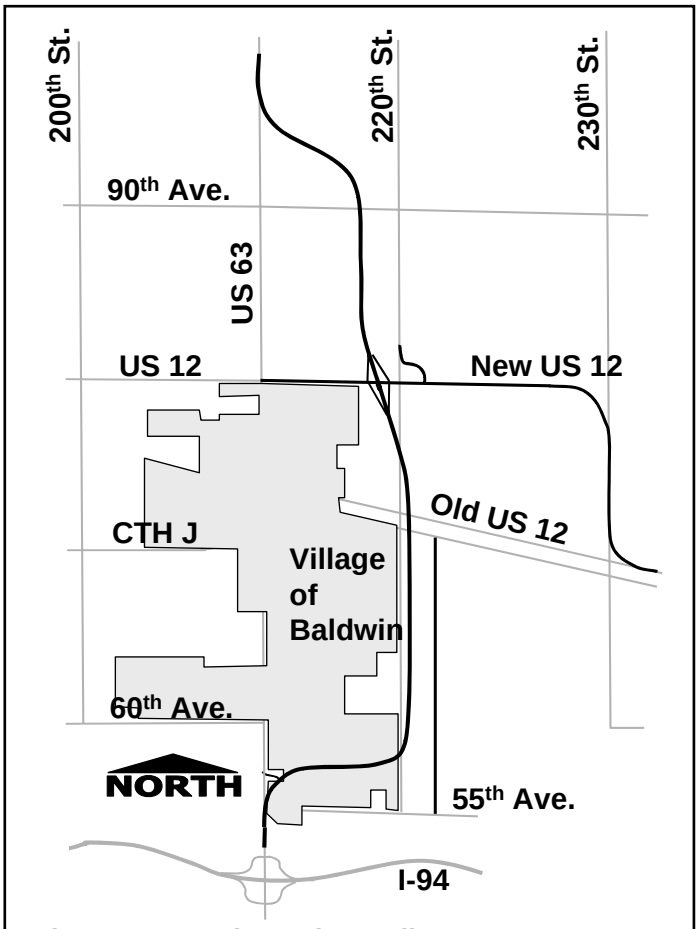


Figure 3.02-5 Alternative 4 Alignment

Alternative 4 also realigns US 12 with 80th Avenue around the northeast portion of the Village. The realignment of US 12 allows US 12 regional traffic to travel around the Village of Baldwin rather than through Village streets. The realignment of US 12 East also accommodates a traditional diamond interchange at US 63 and US 12. Without realignment, a partial cloverleaf interchange would be needed at existing US 12 East to accommodate the railroad tracks located just south of the highway. This partial cloverleaf would require approximately 60 additional acres in right-of-way compared to a diamond interchange.

Alternative 4 meets the future capacity needs of the US 63 corridor by capturing the regional USH 63 traffic from downtown Baldwin. The total north-south capacity of Alternative 3 would be approximately 32,000 vehicles per day (vpd), while Alternative 4 would accommodate 60,000+ vpd. US 63 safety and mobility would also substantially improve with Alternative 4.

Alternative 4 requires approximately the same amount of right-of-way as Alternative 2. The total area of wetland and environmental corridor impacts of Alternative 4 and Alternative 1 are similar, but Alternative 4 impacts less sensitive environmental habitats and is not located in the area's DNR Prairie Restoration zone. Impacts to the Rush River watershed would be less direct than with the other realignment alternatives. Finally, Alternative 4 requires the fewest residential and commercial relocations of any of the four alternatives.

As mentioned above, public and local official's feedback regarding Alternative 3 and Alternative 4 was mixed. A local advisory committee after investigating all alternatives, favored Alternative 4 because:

- It provides greater mobility and safety for US 63 traffic.
- It allows full access to businesses and homes on the existing US 63 roadway.
- It had the least amount of impacts of the three alternatives on relocation.
- It does not segment the community.

For the reasons listed above Alternative 4 is proposed for adoption in Section 1 as the PREFERRED ALTERNATIVE. Alternative 4 would not be constructed until traffic volumes warrant it.

F. Woodville - Far East Alternative

Public comment prompted WisDOT to investigate moving the entire US 63 corridor, from Interstate 94 to US 64, east between the Village of Baldwin and Woodville. The investigation showed that the Woodville Alignment would not address the current highway's needs because it would not attract sufficient amount of traffic from the existing alignment. In addition, the new alignment would require substantial additional roadway investment. See Figure 3.02-6.

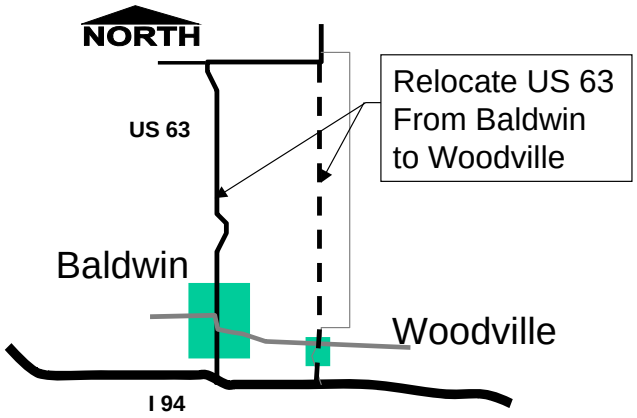


Figure 3.02-6 Woodville – Far East Alignment

3.03 SUMMARY OF SECTION 2 ALTERNATIVES – COUNTY E TO WIS 64

Because the Section 2 roadway characteristics differ from Section 1, the study developed a separate set of alternatives for the two-lane rural US 63 highway in Section 2.

A. No-Build Alternative

The No-Build Alternative does not provide improvements to the US 63 corridor other than those associated with routine maintenance. These maintenance activities could consist of resurfacing and intersection reconstruction yet does not include any capacity expansion.

The No-Build Alternative does not alleviate the operational concerns expected to arise in the next thirty years on US 63. Operations analysis indicates that by 2032 both the CTH G and WIS 64 intersections will experience side-road delay in the LOS D to LOS F range, depending on the rate of future traffic growth. Intersection capacity improvements will be necessary to increase these levels of service. Two-lane operation levels on US 63 are expected to reach LOS D by 2032 and will continue to decrease as traffic volumes grow at moderate levels. If the recent historical traffic growth rates persist, levels of service will deteriorate even more quickly.

Crash records from 1999-2001 indicate that the section of US 63 from US 12 West to CTH G has a fatal crash rate that is more than five times the statewide average for rural state trunk highways. The No-Build Alternative does not address this safety concern.

B. On-Alignment Build Alternative – PREFERRED ALTERNATIVE

On the existing US 63 alignment north of Baldwin, the study investigated three stages of improvement. The stages progressively build on one another. Stage 1 adds passing lanes in two locations; Stage 2 converts the entire roadway to a four-lane, divided highway. Ultimately, Stage 3 would enhance the four-lane highway to a freeway with controlled access. This environmental document evaluates the effects of Stage 2 for corridor preservation. This is the preferred alternative. Each stage and the benefits and opportunities it provides is described in the following paragraphs.

1. Stage 1 – Passing Lanes

Stage 1 adds passing lanes at two locations between County E and WIS 64, one northbound and one southbound. The northbound passing lane begins just north of 130th Avenue. Passing is currently restricted along 48 percent of this section of US 63 because of vertical curves. The southbound passing lane begins just south of CTH S and ends just north of 160th Avenue. Passing is currently restricted along 36 percent of this section of US 63 because of horizontal and vertical curves. Both locations possess desirable characteristics for passing lanes such as a limited number of driveway entrances and no side-road crossings that carry more than 500 ADT. Figure 3.03-1 shows a typical cross section of a passing lane segment.

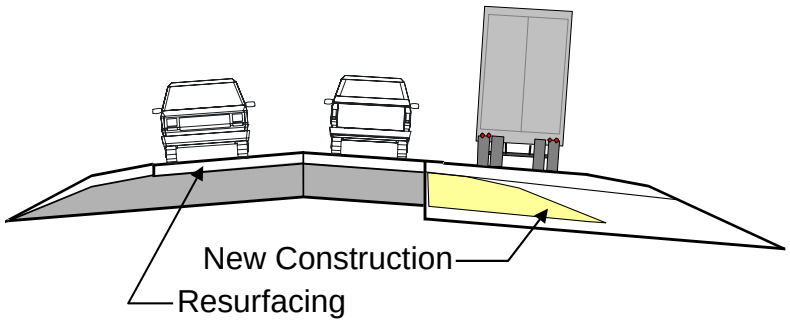


Figure 3.03-1 Passing Lane Cross-Section (Stage 1)

Stage 1 increases traffic flow to US 63 by providing relief to platooning vehicles. Traffic projections indicate that by 2032 between 70 and 100 percent of Section 2 will be nearing 8,000 vpd. Construction of passing lanes will provide temporary improvement to operations, but traffic volumes will eventually require additional highway improvements.

Stage 1 may improve highway safety by a small margin but can not be expected to substantially change the crash characteristics of the corridor.

For these reasons, Stage 1 is proposed for adoption as an interim improvement.

2. Stage 2 – Four-Lane Expressway – PREFERRED ALTERNATIVE

The Section 2 preferred Alternative for the purposes of this document is the Stage 2 four-lane roadway of the On Alignment Build Alternative. Ultimately US 63 may warrant conversion from Stage 2 to Stage 3, a freeway facility.

Stage 2 consists of expanding US 63 to a four-lane facility with expressway characteristics. The proposed facility would maintain the existing US 63 roadbed and build an additional two-lane road adjacent to it. The existing road would be used as the northbound lanes in some locations and as the southbound lanes in other locations. The new roadbed would be constructed on the side of the existing roadway that produces the fewest impacts.

Stage 2 adds a large amount of capacity to US 63 and preserves the corridor to encourage the community to plan appropriate development along it. While the lower capacity threshold for consideration of four-lane conversion is about 8,700 vpd, a two-way four-lane rural highway can accommodate 20,000 to 50,000 vpd. Upgrading US 63 to a four-lane facility will provide adequate capacity to meet traffic demands well beyond 2032. In addition to providing adequate capacity, this stage of improvement provides the community with a guide in planning appropriate development along the highway.

Stage 2 would also improve safety on US 63. The center median associated with a four-lane facility substantially decreases the frequency of head-on collisions. Three of the four fatalities that occurred in Section 2 between 1999 and 2001 were caused by head-on collisions.

For the reasons listed above, Stage 2 is proposed for adoption as the PREFERRED STAGE of the PREFERRED ALTERNATIVE. Stage 2 would not be constructed until traffic volumes warrant it. This Environmental Assessment is being prepared as a tool to assist in corridor preservation and encourage the surrounding communities to plan appropriate development along the corridor.

3. Stage 3 – Freeway Conversion

Stage 3 would be the ultimate improvement for US 63 on the existing alignment. Stage 3 would convert the Stage 2 four-lane facility to a fully access-controlled freeway facility. The additional construction associated with Stage 3 would be a result of providing access to adjacent properties, adding grade separations, and the construction of a diamond interchange at County G. The grade-separated roadways would include County E, 130th Avenue, the County G Interchange, 170th Avenue, and WIS 64. There would likely be some type of system interchange at the US 63/WIS 64/WIS 46 intersection.

Stage 3 would provide additional capacity compared to Stage 2. Stage 3 would improve safety on US 63 by eliminating all access to the highway except at interchanges. Stage 3 is not likely to be warranted until well beyond 2032. The intent in identifying this stage is to promote the development of appropriate land use adjacent to the corridor.

C. Off-Alignment Build Alternative

As stated earlier, public comment prompted WisDOT to investigate moving the US 63 corridor between the Villages of Baldwin and Woodville. The investigation showed that the Woodville Alignment would not address the current highway's needs because it would not attract sufficient amounts of traffic. In addition, the new alignment would require substantial additional investment. WisDOT chose to limit the amount of off-alignment highway it would construct and maintain its investment in the existing corridor.

3.04 CORRIDOR PRESERVATION MEASURES

As mentioned previously, *this document evaluates the effects from the construction of the proposed alternative*. The preferred alternative will not be implemented for 15 to 20 years into the future. WisDOT will work cooperatively with local governments to implement land use regulations that limit development within future transportation corridors. These measures are briefly described in the following paragraphs, yet are not the focus of this document.

Land use regulations commonly take the form of zoning laws and municipal ordinances. Most ordinances are overseen by a specific department of the town or county government. Most towns have the option of adopting countywide comprehensive zoning, which can contribute to a consistency within the county. Following are some types of land use regulations that greatly help to promote effective corridor preservation.

- Development Exactions[1]
- Setback Ordinances
- Vision Triangle Ordinances
- Access Point Design
- Zoning for Developing Areas
- Official Maps (Maps of Reservation)

US 63 corridor preservation measures will probably focus on Setback Ordinances, Zoning for Developing Areas, and Official Mapping.

A. Setback Ordinances

Setback ordinances are zoning measures that prevent the construction of structures within a certain distance from a roadway. Appropriate setbacks not only help preserve a corridor for potential future roadway improvements but also help to protect landowners along highways from excessive noise and pollution associated with today's traffic. Trans 233 is a piece of legislation that applies to all land divisions along state highways. Part of the requirements set forth by Trans 233 is required minimum setbacks for the development of structures along highways with different levels of traffic volume. US 63 is part of the

[1] - Fees charged to developers to help pay for capital improvements needed because of their development, payable in money or property.

National Highway System and has a minimum setback of 110 feet from the centerline or 50 feet from the right-of-way line, whichever is the farthest from the right-of-way line. For parcels of land that remain undivided and to which Trans 233 does not apply, setback ordinances are likely governed by local zoning regulations. Appropriate setback distances are key to corridor preservation, especially if traffic characteristics begin to warrant expansion to a divided four-lane facility.

B. Zoning for Developing Areas

Local land use authorities have the ability to regulate land use in developing areas by creating zoning districts. All of the counties along the study corridor offer comprehensive zoning. This means that townships that have adopted the countywide comprehensive zoning are divided into districts that have regulated land uses. Typical zoning districts include agricultural, low-density residential, high-density residential, commercial/business, industrial, forestry, conservancy, shoreland, mineral reservation, and unincorporated village. A method to help preserve the US 63 corridor would be to zone the corridor area in such a way that would limit development along it.

C. Official Mapping (Maps of Reservation)

A map of reservation is, "...a planning tool available to state and local governments that allows land within a proposed transportation corridor, park, or other planned public facility to be reserved for future acquisition."[2] Different levels of government have authority to map corridors under different state statutes. Under Wisconsin Statute 62.23 (6), the councils of cities and villages can prepare official maps that establish exterior lines for planned new streets, highways, railroads, historic districts, parkways, parks, and playgrounds, as well as for the widening or extending of current facilities. Generally, building permits will not be issued for building or enlarging a building within the limits identified on the official map. If construction does take place within right-of-way or other limits, the owner is not entitled to compensation for any damage to the building that may occur during construction of the planned facility shown on the map. Towns can exercise the municipal mapping authority if they adopt village powers.

The Wisconsin DOT can also officially map a corridor. Wisconsin Statute 84.295 gives the state the authority to officially map anticipated right-of-way needs for future freeways and expressways. Persons who want to construct within the right-of-way must notify WisDOT of their intentions.

Counties are given mapping authority under Wisconsin Statute 80.64. The county board may map planned new streets and highways or improvements; however, persons who want to build within mapped limits do not need to obtain a building permit or notify the government.[3]

Corridor preservation can be exercised by municipalities along the corridor by official mapping. This power can be exercised for both the bypass portion of the preferred alternative as well as the on-alignment expansion part of the preferred alternative.

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2 John J. Maiorana, *Synthesis of Highway Practice: Corridor Preservation*, National Academy Press, Washington, DC, 1994, p. 8.

3 Statewide Land Use Task Force, *Final Report*, Wisconsin Department of Transportation, Madison, 1993, pp. 18-20.

4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility.

Highway energy consumption manifests itself in the raw materials and fuels used to construct, operate, and maintain a highway facility. Construction energy is comprised of the raw materials and equipment necessary to build and maintain the highway. Fuel consumption is affected by the type of vehicle using the roadway, the travel speed, geometry, congestion, and condition.

For the north section of the US 63 corridor (Section 2), the energy required for construction of the preferred on-alignment limited access highway Alternative will be greater than the energy required for the passing lane or no-build alternatives. However, the limited access highway would require less energy than constructing the freeway alternative. The operational energy required for the limited access highway Alternative will be less than that required for the passing lane and no-build alternatives because of reduced congestion and increased safety but slightly more than the freeway Alternative because of traffic slowing at the at-grade intersections.

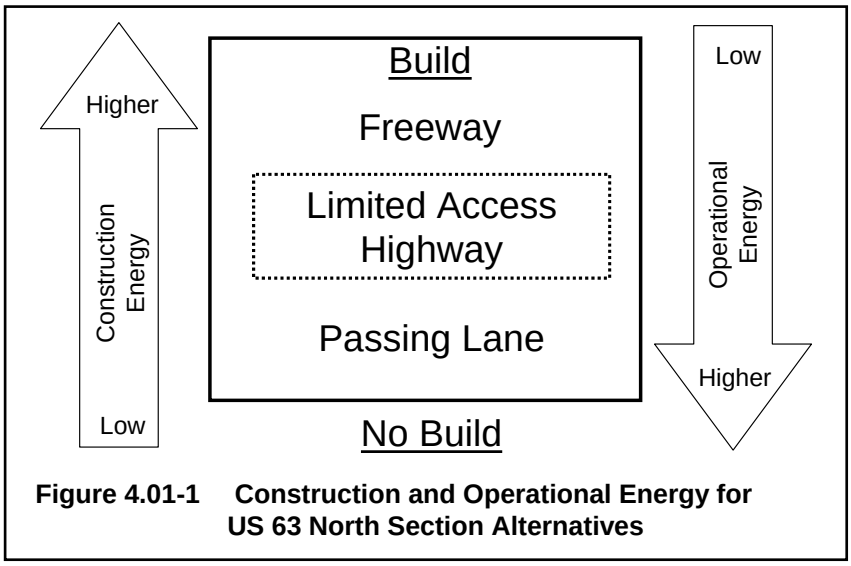

Figure 4.01-1 Construction and Operational Energy for US 63 North Section Alternatives

For the project corridor's south section (Section 1), the energy required for construction of the preferred Alternative 4 – East Alignment will be greater than the energy required for the on-alignment or no build alternatives. The operational energy required for the east alignment, however, will be less than the on-alignment or no-build alternatives due to the separation of local and regional traffic, reduced congestion, and increased safety.

Over the design life of the facility, savings in operational energy are anticipated to offset the energy required to construct the preferred alternatives.

5. Describe existing land use (attach land use maps if available)

a. Land use in immediate area.

b. Land use in area surrounding project area.

5.01 LAND USE

A. Immediate Project Area

In the south portion of the corridor (Section 1), US 63 will travel north into, and then east around the Village of Baldwin. Around the US 63 interchange with I-94, adjacent land uses include highway commercial and retail, such as gas stations, motels, and fast food establishments. As US 63 travels immediately northeast, the corridor crosses an industrial park until it gets to 220th Street. As the proposed US 63 corridor bends north, existing and planned residential subdivisions border US 63 to the west. To the east the adjacent land use is predominantly agricultural and/or vacant. As US 63 again travels northwest to meet the existing alignment, it again crosses predominantly agricultural and rural residential land uses. Figure 5.01-1 shows the proposed US 63 corridor superimposed on the Village of Baldwin's zoning map.

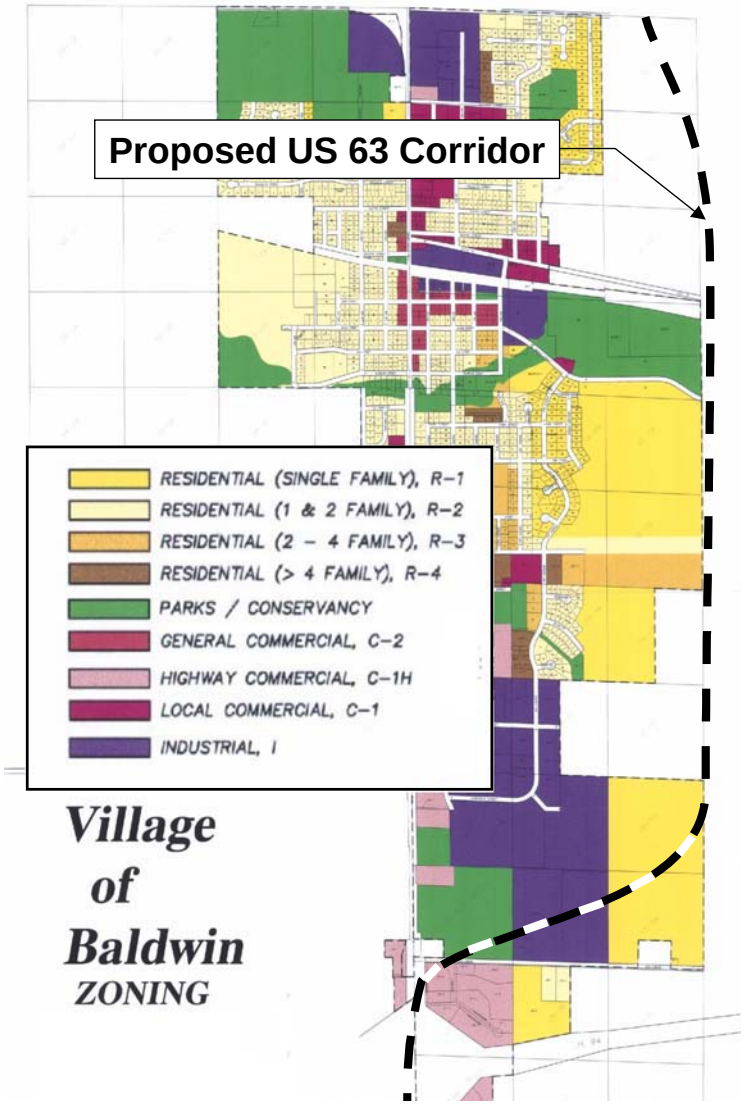

Figure 5.01-1 Village of Baldwin Zoning

North of Baldwin (Section 2), land uses immediately adjacent to the proposed US 63 corridor are less dense and include agricultural, wetland, forest, and rural residential. A school and church border US 63 on the southern portion of Section 2. Near County DD, the US 63 corridor travels to the east of Pine Lake wetlands and houses fronting Pine Lake. Developed commercial land is located adjacent to the corridor at the extreme north end. An implement dealer is located near County S. Near the US 63/WIS 64/WIS 46 intersection, there is highway commercial consisting of gas stations in the northwest and southeast quadrants and a restaurant in the northeast quadrant.

B. Surrounding Project Area

Land use in the areas surrounding the proposed corridor consists of agricultural, wetland, forest, open water, and rural residential. Urban and transitional land use exists in the following areas:

- City of New Richmond, population 6,300, located 6 miles west of the project area's north termini.
- Village of Baldwin, population 2,700, located immediately west of the proposed corridor's south section.
- Village of Woodville, population 1,100, located about 4 miles east of the proposed corridor's south section.
- Village of Hammond, population 1,100, located about 4 miles west of the proposed corridor's south section.

5.02 ENVIRONMENTAL CORRIDORS AND RESOURCES

A. Environmental Corridors

According to the 2000 St. Croix County Development Management Plan, three primary environmental corridors exist in the US 63 corridor area. The three corridors include:

- Land lying south of the intermittent, unnamed tributary of the Rush River in Section 36 of T29N R17W, and in Section 1 of T28N R17W north of Interstate 94, west of US 63. This corridor also extends east of US 63 near 55th Avenue. Almost all of the corridor that lies east of US 63 is south of 55th Avenue.

- Land surrounding and including Pine Lake from 140th Street to just North of County E.

- Land adjacent to the South Fork of the Willow River and Hulton Creek.

These primary environmental corridors relate specifically to the stream or waterbody it contains and the environmental areas, such as shorelands, wetlands, and floodplains, surrounding it.

In addition to the environmental corridors, segmented prairie habitat exists in several places. US 63 is the eastern boundary of the DNR's Western Prairie Habitat Restoration Area. This program allows the DNR to purchase up to 10-acre plots of land to be used for prairie restoration. Spot locations of prairie remnants also exist along the railroad corridor located south of the US 12 corridor. The spot prairie locations are located between the Village of Hammond and the Village of Baldwin. Prairies are mainly composed of grasses, sedges, and forbs. The hearty and deep root systems of prairie habitats help prevent erosion. In addition, prairies are home to diverse plant and animal species.

B Groundwater

According to the St. Croix County Natural Resource Management Plan published in July 2000 (NRMP 2000), two aquifers supply the majority of the potable water to the residents and industries in St. Croix County. The aquifers are the sand and gravel aquifer and the sandstone aquifer. The depth to groundwater in the majority of the project area is greater than 75 feet. In a few places along the northern third of the corridor, the depth to groundwater may range from 26 to 75 feet.

C. Wetlands and Waterbodies

The southern portion of the proposed US 63 corridor crosses three wetlands, two intermittent streams located in the Rush River basin, and one branch of the Rush River near County E. The Rush River is located in the Lower Chippewa River basin. For greater than one mile on each side of the southern portion of the proposed US 63 corridor, land and waterways are located in the Rush River basin. The wetland areas intersected by the corridor are approximately 7.5 acres, 20 acres, and 50 acres. Wetlands and the 100-year floodplain are also adjacent to the Rush River stream crossing. Unless called out, the intermittent streams are not named and carry water only during spring runoff or during extreme storm events.

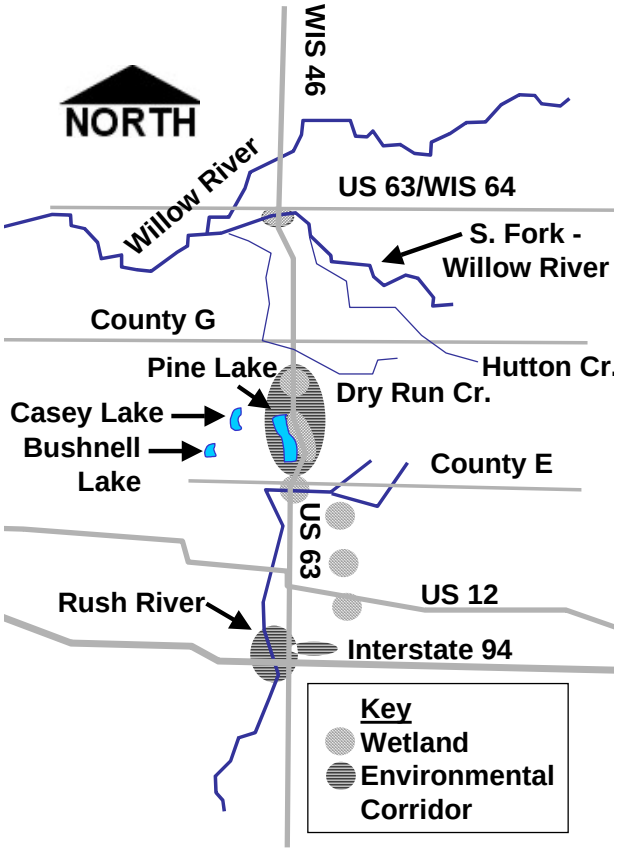

Figure 5.02-1 Environmental Corridors, Wetlands, Waterways, and Waterbodies near the US 63 Corridor

The Rush River consists of meandering dry runs and spring areas north of Baldwin, travels by the west side of the Village, and continues south to Pierce County. Throughout St. Croix County it is predominantly an intermittent stream with forage minnows, rough fish species, and some pan fish. Being an intermittent stream within a predominantly agricultural watershed, it is subject to extreme seasonal flooding. In a February 1998 report, *Nonpoint Source Watershed and Lake List*, the DNR identified the Rush River basin as having a medium quality ranking. Downstream of the project area, the DNR identifies the Rush River as an exceptional resource water.

On the proposed US 63 corridor, the largest concentration of wetlands is the US 12/Railroad and/or floodplain area east of the Village of Baldwin in Section 1. This wetland consists of emergent wetland grasses and shrubs mapped as E1K/T3K/S3K along a stream corridor. A larger wetland of undetermined quality and component vegetation also exists south of US 12 and east of the termination of Hillcrest. This area is tentatively mapped as an emergent, narrow, wet soil wetland (E1K or E2H) without prolonged surface saturation.

The northern portion of the proposed US 63 corridor is in both the Rush River and Upper Willow River basins. In the Rush River basin, the corridor crosses three wetlands (4 acres, <1 acre, and 6.5 acres) and three intermittent streams near Pine Lake. In the Upper Willow River basin, the corridor crosses one wetland (2.5 acres), two intermittent streams of the Dry Run Creek, and the South Fork of the Upper Willow River. The balance of wetlands in the project area consist of permanent and intermittent waterways.

A portion of the South Fork of the Willow River between Jewett Mills and Cylon is regulated for trout. Fluctuating water levels limit this stream's potential. The tag alder and elm trees provide more bank cover on this river than other area streams, thus providing erosion protection, shade, and cooler temperatures. Portions of the Willow River are designated as Exceptional Resource Waters by the DNR. Exceptional Resource Waters are protected through DNR regulation. These waters may not be lowered in quality due to DNR permitted activities.

Both the Willow River and the Rush River have special designations outside the project area. Downstream of the project area, the Willow River is listed as an impaired stream under Section 303(d) of the Clean Water Act. The water quality impairment is due primarily to organic enrichment and low dissolved oxygen. Under Section 303(d), impaired streams are subject to the Total Maximum Daily Load (TMDL) program, which is used to return the streams to compliance with water quality standards. Under the TMDL program, all point and non-point sources that affect the Willow River are subject to maximum pollutant loadings that can be introduced into the river.

Figure 5.02-2 Drainage ways – South Corridor

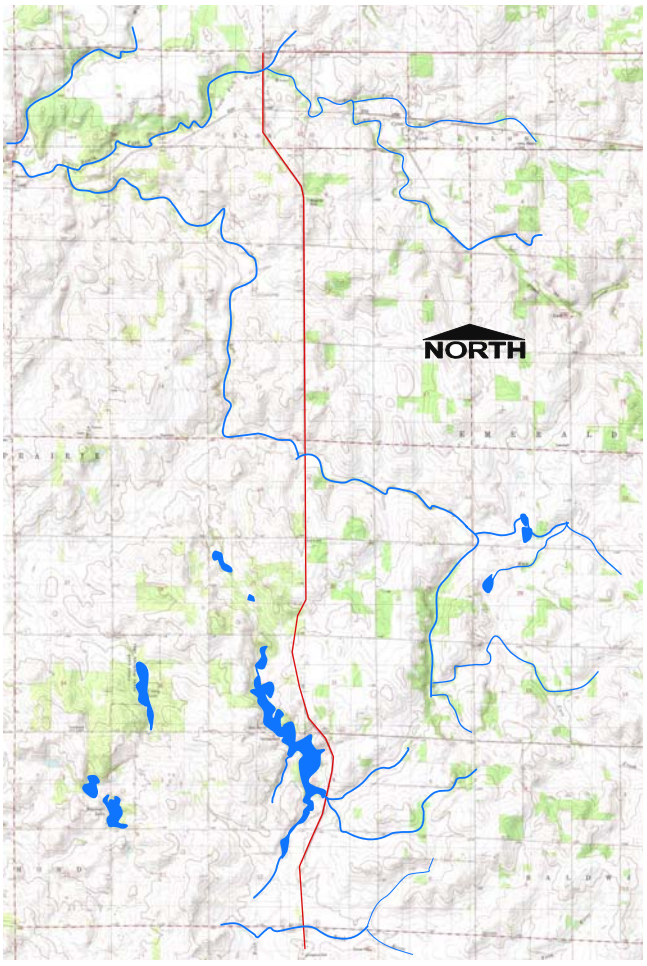

Figure 5.02-3 Drainage ways – North Corridor

The wetlands and waterways within project limits were identified by reviewing the DNR Wetlands Inventory Maps and Natural Resource Conservation Service Draft Flood Security Act Wetland Maps. The study team also reviewed the project corridor for other obvious wetland areas. Few isolated wetlands exist within the project area with the exception of some intermittent waterways.

Because of the topography and geological features of the area, few large wetland complexes other than stream corridors exist. Instead, drainage impediment areas, such as roads, railroads, and other developments, tend to create smaller isolated wetlands (concentrated in ditches) resulting from altered topography.

D. Lakes and Open Water

Eight lakes are located in the immediate or surrounding project areas. Pine Lake is located 200 to 1000-feet west of the proposed US 63 corridor. Casey and Bushnell Lakes are located within 2 miles of US 63 to the west of the proposed corridor. Two unnamed lakes are present in Emerald Township, northeast of the Village of Baldwin, and three in Hammond Township, west of Baldwin. Most of these lakes, with the exception of Pine Lake, are glacial lakes that are nearing the end of their productive lives. They are predominantly softwater (low alkalinity) seepage surrounding marsh or wetland habitat. Numerous unnamed ponds also exist in the project area.

Because of silting from surrounding agricultural practices, water levels fluctuate in the lakes. As the lakes become shallower and more fertile, winterkill of fish becomes greater and flooding becomes more common. Because of winterkill and other habitat deficiencies, most of the lakes are dominated with forage/minnow species and pan fish. Bushnell and Casey Lakes contain more species such as largemouth bass, bluegills, and some black bullheads. Some of these lakes provide habitat for nesting or migration by waterfowl or other birds. The Casey Lake State Wildlife Area surrounds Casey Lake. Figure 5.05-1 (page 5-3) shows the location of Bushnell, Casey, and Pine Lakes.

Pine Lake is part of the St. Croix County Lakes Cluster priority watershed program and within an environmental corridor and is considered a relatively sensitive area. The DNR and St. Croix County selected Pine Lake, among others, for a priority watershed project. The projects are primarily water-quality driven. The DNR's 1998 Nonpoint Source report identified Pine Lake as having a high ranking. A high ranking indicates that the lake has documented problems or threats related to water quality and is likely to be responsive to watershed protection efforts.

In the past, Pine Lake experienced severe water level fluctuations due to sinkholes in the lakebed. The water level fluctuations led to extensive winterkill of fish species. Between 1989 and 1997 the St. Croix County Parks Department, St. Croix County Alliance of Sportsmen, and the Department of Natural Resources cooperated to repair major sinkholes, install an aerator in the lake which stabilized the fish population and decreased winter kill in the lake, and add riprap to select shoreline locations to prevent erosion. Since the completion of these activities, the lake's water level has risen and the DNR is restocking the lake.

Recreational use of the lake has also increased. Pine Lake Park is located on the lake. The park is a day-use facility located at the intersection of 120th Avenue and 205th Street in the Town of Erin Prairie. Originally a town park, the park was donated to St. Croix County in the mid-1970's[1] and consists of a boat landing, picnic shelter with tables and grill, pit toilets, and a parking area.

Although rising water levels have been positive in many ways, they have also led to shoreline erosion.

[1] St. Croix County Outdoor Recreation Plan, April 2000.

The soil from banks has been eroded exposing tree and vegetative root systems. This has led to significant soil erosion, loss of shoreline vegetation including grasses, plants, and many trees. Erosion problems are particularly acute where runoff from the park parking lot effects the lake. Park staff have also noted an acute runoff problem from spring snowmelt and seasonal runoff. Park plans include developing an erosion control plan for the park area.

A 0.6 acre (0.2 ha) excavated pond is located at the south end of the project corridor. The pond is north of 55th Avenue and east of US 63.

E. Threatened and Endangered Species

The DNR Bureau of Endangered Resources reviewed the US 63 corridor in November, 2000 as part of the US 63 Environmental Study. According to a letter dated November 27, 2000, their Natural Heritage Inventory data files contain no occurrence records of Endangered, Threatened, or Special Concern species, natural communities, or State Natural Areas known to occur in the project corridor. In addition, the study team found no evidence of Threatened or Endangered species or habitat.

F. Air Quality

St. Croix County has been designated as a metropolitan county by the federal office of management and and budget in Metropolitan Areas, 1993. This designation affects how air quality impacts are evaluated in this environmental assessment. St. Croix county is not in an Ozone Non-Attainment zone.

G. Historic Structures and Archeological Resources

No standing structures within the Area of Potential Effect along the US 63 EA project corridor were found to have any potential for National Register eligibility. Phase 1 archaeological investigations of the project alternatives resulted in only one Phase 2 investigation being recommended. The Phase 2 investigation was carried out on the Walsh farmstead located in Section 13 of T30N, R17W. The site was not found to be eligible for the National Register.

H. Park and Recreational Land

There are no parks or recreational lands adjacent to the US 63 EA project corridor. There is a wayside located east of US 63 in Section 2 about 0.5 miles south of CTH S near the northern project limits.

6. Briefly identify adopted plans for the area and discuss whether the proposed action is compatible with the plan. (For example, the following may be considered: Regional Planning Commission Plans, Transportation Improvement Program, State Transportation Improvement Plan, Local zoning and land use plans, DOT Storm Water Management Plans, Others.)

The proposed US 63 alternatives are not explicitly mentioned in all area plans. Yet the alternatives are compatible with the adopted land use plans for the area. The adopted land use plans for the proposed US 63 corridor areas are listed in Table 6.01-1.

Plan Name	Author and Year
St. Croix County Natural Resource Plan	St. Croix County Land and Water Conservation Committee (2000)
Non-point Source Water Pollution Abatement (Priority Watershed Projects)	Wisconsin DNR (1995)
St. Croix County Farmland Preservation Plan	St. Croix County Planning Department (1980)
St. Croix County Erosion Control Plan	St. Croix County Land Conservation Committee (1988)
Wisconsin State Highway Plan 2020	Wisconsin DOT (2000)
Translink 21	Wisconsin DOT (1994)
St. Croix River Basin Plan	Wisconsin DNR (1994)
Lower Chippewa River Basin Plan	Wisconsin DNR (1996)
St. Croix County Development Management Plan	St. Croix County Planning Department (2000)
St. Croix County Outdoor Recreation Plan	St. Croix County Planning Department (2000)
Village of Baldwin Master Plan	Village of Baldwin Planning Commission (1988)
Village of Hammond Master Plan (Proposed action is outside plan jurisdiction)	Village of Hammond Planning Commission (1994)
Village of Woodville Master Plan (Proposed action is outside plan jurisdiction)	Village of Woodville Planning Commission (1984)
Land Use Policy Plan for West Central Wisconsin	West Central Wisconsin Regional Planning Commission (1978)

Table 6.01-1 Adopted Land Use Plans for the US 63 Corridor Area

Alternative 4 (East Bypass of the Village of Baldwin) could be considered less compatible with the St. Croix County Farmland Preservation Plan with respect to its anticipated impacts on the farm land adjacent to the study corridor than Alternative 3 (Through Town). While Alternative 3 would have less impact on farmland, it does not adequately meet the future needs of US 63 and substantial relocations through the Village of Baldwin would be required. Of the three bypass alignments considered (Alternatives 1, 2, and 4), the preferred alternative impacts the least amount of agricultural land.

In addition to the plans listed above, the towns of Baldwin, Cylon, Erin Prairie, Hammond, Pleasant Valley and Stanton are currently participating in the St. Croix Heartland Planning Project. Through the Planning Project, each of the six towns is doing the following:

- Working with the St. Croix County Planning Department to develop a comprehensive town plan coordinated with the other towns.
- Respecting the individuality of each community and its citizenry.
- Coordinating with the 2000 St. Croix County Development Management Plan.

7. Early Coordination with Agencies

a. Intra-Agency Coordination

i) Bureau of Aeronautics

☒ No - Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport nor would the project change the horizontal or vertical alignment of a transportation facility located within 6.44 kilometers (4 miles) of a public use or military airport.

According to the WisDOT list of airports in Wisconsin, there are no airports within 4 miles of the project corridor. However, a privately used airport, owned by Skydive Twin Cities and used for commercial skydiving, is located approximately 1/2 mile west of the Village of Baldwin. The preferred alternatives are located more than 2 miles, but less than 4 miles, from the airport.

☐ Yes - Coordination has been completed and project effects have been addressed. Explain:

ii) District Office Real Estate Section

☐ No - Coordination is not required because no inhabited houses or active businesses will be acquired.

☒ Yes - Coordination has been completed. Project effects and relocation assistance have been addressed. Conceptual Stage Relocation Plan is to be completed prior to final design and construction.

Coordination with the District 6 Real Estate Section is ongoing. Representatives from the Real Estate Section also attended the April 29, 2003, public information meeting held at American Legion Post 240 in Baldwin, Wisconsin.

b. Interagency Coordination

STATE AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Agriculture DATCP	Y	The project was introduced via a letter to DATCP sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. Coordination continued resulting in a letter dated 10/16/02 from Alice Halpin with opinions regarding the Section 1 alternatives and their impacts on the surrounding agricultural lands. Upon selection of the preferred alternatives, coordination resumed resulting in an additional letter from Peter Nauth dated 7/1/03. The letter states that although the possibility of significant effects to agricultural land in the proposed corridor exists, it is not prudent to complete an Agricultural Impact Statement at this time. Because land uses could change significantly in the next 10 to 15 years, Mr. Nauth indicated that effects should be reevaluated in the future, closer to the time of construction of the facility. Correspondence is attached in Appendix A.

***Continued on following page.**

STATE AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Legislative Fiscal Bureau	N	The project was introduced via a letter to LFB sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. John Dyck said via telephone 7/16/03 that this project was not something LFB would probably comment on. Correspondence is not attached.
Natural Resources DNR	Y	The project was introduced via a letter to DNR sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. Rob Strand attended the meeting held 10/11/02. Rob pointed out the following: ▪ Stormwater runoff and changes to runoff patterns should be seriously considered in the design of alternatives. ▪ Secondary effects should be considered and discussed with local officials. ▪ US 63 is the east boundary of the Western Prairie Habitat Restoration Area. ▪ Pine Lake is an environmentally sensitive area. Arrangements should be made to limit the effects on this resource. ▪ The quality of the wetlands and environmental corridors in the area is not as high as in other parts of St. Croix County. Rob Strand accepted a different employment position in early 2003. Tom Lovejoy is listed as the new contact at DNR for the US 63 EA. A letter was sent to Tom Lovejoy 3/14/03 to familiarize him with the project and request comments. Tom called 6/2/03 and indicated that he had forwarded the US 63 letter to the DNR Field Office in Baldwin and had requested their comments. Tom said that if we did not hear from DNR within a few days, we could assume there was no further comment from DNR. No further correspondence was received. Correspondence is attached in Appendix A.
State Historical Society **SHS**	N	The project was introduced via a letter to SHS sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. A phone call 10/17/02 to Sherman Banker, SHS, resulted in the determination that coordination with SHS would go through BOE. The Section 106 form was sent to BOE for forwarding to SHS. Correspondence is not attached.

***Continued on following page.**

STATE AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
West Central Wisconsin Regional Planning Commission WCWRPC	Y	The project was introduced via a letter to WCWRPC dated 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. Form ED511 was sent 7/2/03. The completed form was returned 7/9/03 stating that WCWRPC was interested in the project and supported proceeding. Correspondence is attached in Appendix A.
Governor's Northern Office	N	The project was introduced via a letter to the Governor's Northern Office sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. No response has been received. Correspondence is not attached.

FEDERAL AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Advisory Council on Historic Preservation ACHP	N	Not Applicable.
Corps of Engineers COE	N	The project was introduced via a letter to the COE sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. Dan Seemon indicated he had not yet reviewed the material during a phone call 10/17/02. He said he would send any comments COE had. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. Jim Weinzierl indicated via telephone 7/16/03 that COE had no comment at this time. Correspondence is not attached.

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FEDERAL AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Environmental Protection Agency EPA	Y	The project was introduced via a letter to the EPA sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. Newton Ellens indicated he had reviewed the material and requested additional information during a phone call 10/17/02. The information Newton requested was sent in a letter 11/8/02. In a 12/12/02 letter, Kenneth A. Westlake, Chief or the Environmental Planning and Evaluation Branch of the EPA's Office of Strategic Environmental Analysis, highlighted the importance of St. Croix County's water quality in all forms, including groundwater, wetlands, streams, and lakes. Mr. Westlake also stated that secondary and cumulative effects augmented by US 63 corridor development should be addressed. Correspondence is attached in Appendix A.
Federal Highway Administration FHWA	N	The project was introduced via a letter to the FHWA sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. Discussed the project with Pete Garcia via a phone call 10/1/02. A representative did not attend the agencies field and scoping meeting held 10/11/02. Left a voicemail with Pete Garcia requesting comments 10/17/02. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. Met with Pete Garcia 7/24/03. Pete reviewed the material assembled for the EA document at that time. Correspondence is not attached.

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FEDERAL AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Native American Tribes	Y	Related to the US Department of Interior, the Native American Tribes found on the standard contact list for projects in Wisconsin were sent the Initial Notification Letter to Native American Parties dated 9/9/02. Contacted groups and tribes include: Great Lakes Intertribal Council; Bad River Band of Lake Superior Chippewa Indians of Wisconsin; Forest County Potawatomi Community of Wisconsin; HoChunk Nation; Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin; Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin; Chippewa Indians of Wisconsin - Red Cliff Tribal Council; Sokaogon Chippewa Community - Mole Lake Band; St. Croix Chippewa Indians of Wisconsin; Menominee Indian Tribe of Wisconsin; Sac and Fox Nations of Oklahoma, of Missouri, and of the Mississippi in Iowa; Iowa Tribe of Oklahoma; and Prairie Band Potawatomi Nation. An invitation to the agencies field and scoping meeting was sent 9/23/02. Each party was called on 10/3/02 to verify that they had received the information and request comments. No representatives of any of the Native American parties attended the scoping meeting held 10/11/02. The St. Croix Chippewa Indians of Wisconsin expressed interest in the project in a letter sent to Shirley Stathas at WisDOT BOE. The preliminary archaeological report was sent to Wanda McFaggen, St. Croix Chippewa Indians of Wisconsin, 6/23/03. Correspondence is attached in Appendix A.
National Park Service **NPS**	Y	The project was introduced via a letter to the NPS sent 9/9/02. Received a letter listing a contact change within NPS 9/12/02. Sent project introduction to new NPS contact, Nicholas Chevance, 9/17/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. Nicholas stated in a phone call 10/17/02 that NPS did not have comments. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. A fax from Nick Chevance was received 7/9/03 stating that NPS had no comment. Correspondence is attached in Appendix A.

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FEDERAL AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Natural Resource Conservation Service NRCS	N	The project was introduced via a letter to the NRCS sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. Phone call to Jay Custer, NRCS, 9/26/02, discussed project scope and asked for feedback. A representative did not attend the agencies field and scoping meeting held 10/11/02. Jay stated in a 10/17/02 phone call that NRCS had no comments. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. No response has been received. Correspondence is not attached.
US Coast Guard USCG	N	Not Applicable.
US Fish & Wildlife Service FWS	N	The project was introduced via a letter to the FWS sent 9/9/02. An invitation letter to the agencies field and scoping meeting was sent 9/23/02. A representative did not attend the meeting held 10/11/02. In a 10/17/02 phone call to Joel Trick, FWS, Joel said he had not yet reviewed the material. He said his main concerns were endangered species and habitat impacts and he would provide feedback when he could. A letter including a project summary, identification of preferred alternatives, and a request for comments was sent 7/1/03. No response has been received. Correspondence is not attached.

- END -

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns)	COMMENTS
SOCIO-ECONOMIC FACTORS					
A. General Economics	☐	☒	☐	■	Congestion on US 63 will be noticeably less than with the No-Build or Passing Lane Alternatives. Mobility in the region will be substantially increased, aiding the shipment of goods and services. This will create economic benefits throughout West Central Wisconsin. See the General Economics Factor Sheet.
B. Community and Residential	☒	☒	☐	☐	14 residences (18 buildings) would be relocated by the preferred alternatives. Each resident and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act of 1972. Traffic volumes through the Village of Baldwin will decrease substantially, easing connections between the west and east portions of the Village. Emergency services will have less congestion to circumnavigate than with the other two alternatives. See the Community and Residential Factor Sheet.
C. Economic Development and business	☒	☒	☐	☐	Two businesses (2 buildings) would be relocated by the preferred alternatives. Each business and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act of 1972. Congestion on US 63 would be noticeably less than with the No-Build Alternative. Access to remaining businesses may change. However, access will still be provided for US 63 traffic to area businesses serving both patronage and shipping needs. See the Economic Development and Business Factor Sheet.
D. Agriculture	☒	☐	☐	☐	Five farm buildings (5 houses and 3 outbuildings) would be relocated by the preferred alternatives. The five single-family homes are included in the community and residential effects listed above. Each resident, business, and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act of 1972. About 360 acres of farmland would be converted to highway right-of-way and 112 acres of farmland would become severed parcels. An Agricultural Impact Statement (AIS) has not been completed in conjunction with this Environmental Assessment because improvements are not expected until 2015 or later (confirmed with DATCP). With the considerable residential growth and resulting farmland conversion occurring in St. Croix County, some of this land may not be farmland when the project is actually constructed. If the corridor is preserved development could occur adjacent to it rather than on the west side of Baldwin. An AIS will be completed as construction is more imminent and corridor land use is more predictable. See the Agricultural Impact Evaluation Factor Sheet.

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns)	COMMENTS
E. Environmental Justice	☒	☒	☐	☐	Effects on minority or low-income residents are not disproportionately high or adverse. See the Environmental Justice Factor Sheet.
NATURAL ENVIRONMENT FACTORS					
F. Wetlands	☒	☐	☐	☐	The current corridor affects existing wetlands with past impacts resulting from filling, stormwater runoff, and water level changes from past ditching and draining. The preferred alternatives would convert 12 acres of wetland to highway right-of-way, of which all would be mitigated. Although the cumulative effect of wetland conversion could be adverse, the wetland quality in the US 63 corridor area is poorer than that of other St. Croix County wetlands. See the Wetland Factor Sheet.
G. Streams and Floodplains	☒	☐	☐	☐	The preferred alternatives cross 2 streams, the South Fork of the Upper Willow River and a branch of the Rush River, and the floodplains associated with these streams. Under the Clean Water Act, the Willow River is designated as having an impaired status. Additional runoff could further impair the water quality. However, stormwater best management practices will be implemented. See the Streams and Floodplains Factor Sheet.
H. Lakes or Other Open Water	☒	☐	☐	☐	The preferred US 63 corridor affects Pine Lake. The water quality of Pine Lake has been improving in the recent past and is considered an environmentally sensitive area. Additional erosion and stormwater runoff attributable to increased impermeable area could affect the water quality of this natural resource. However, stormwater management best practices will be implemented. Few effects on the excavated pond are anticipated. See the Lakes or Open Water Factor Sheet.
I. Upland Habitat	☒	☐	☐	☐	Four acres of wooded upland habitat would be converted to highway right-of-way in the preferred alternative scenario. All of the wooded upland is located north of County E. The pine and mesic woodland is located in the northern portion of the corridor on the western boundary between 140th and 130th Avenue. See the Upland Habitat Factor Sheet.
J. Erosion Control	☒	☐	☐	☐	Road construction could potentially affect erosion control, but best management practices will be implemented according to all governing ordinances and policies for both the construction phase and for long-term management. See the Erosion Control Factor Sheet.

*Continued on following page.

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns)	COMMENTS
K. Storm Water Management	☒	☒	☐	☐	Road construction could potentially affect stormwater quality and quantity; however, stormwater management measures including best management practices will be implemented both during construction and for long-term management. See the Stormwater Management Factor Sheet.
PHYSICAL ENVIRONMENT FACTORS					
L. Air Quality	☒	☒	☐	■	This project is exempt from permit requirements under Wisconsin Administrative Code Chapter NR 411. No substantial impacts to air quality are expected.
M. Construction Stage Sound Quality	☐	☐	☒	■	To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized equipment shall not be operated between 6 P.M. and 7 A.M. without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes. See the Construction Stage Sound Quality Impact Evaluation Factor Sheet.
N. Traffic Noise	☒	☐	☐	■	A noise analysis was performed. 24 receptors experience impacts of some type. Noise abatement measures are not feasible. See the Traffic Noise Impact Evaluation Factor Sheet.
CULTURAL ENVIRONMENTAL FACTORS					
O. Section, 4(f)and , 6(f).)	☐	☐	☐	☒	Not Applicable.
P. Historic Resources	☐	☐	☐	☒	Not Applicable. An historical reconnaissance and evaluation study of the area of potential effect did not produce any properties or structures potentially eligible of the National Register of Historic Places. The findings of the study are available upon request.
Q. Archaeological Resources	☐	☐	☐	☒	Not Applicable. A Phase 1 archaeological investigation has been completed. One site was recommended for a Phase 2 investigation. Upon completion of the Phase 2 investigation, the site was not found to be eligible for the National Register. Both investigations are available upon request.

*Continued on following page. ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns)	COMMENTS
R. Hazardous Substances or UST's	☒	☒	☐	☐	26 sites of potential environmental concern were identified near the proposed alignment. Of these sites, 15 appear to require no further action while 11 need further investigation. These investigations will occur just prior to construction of the roadway. Initially the existence of hazardous substances or USTs in the project corridor would be an adverse effect because of additional costs required for corrective action. However, the improved environmental conditions resulting from corrective action would be an overall benefit. See the Hazardous Substances or USTs Factor Sheet.
S. Aesthetics	☒	☐	☐	■	North of Baldwin, impacts on the rural character of the land adjacent to the US 63 corridor are minimized by the proposed action remaining on-alignment as much as possible. See the Aesthetics Factor Sheet for more information on this topic.
T. Coastal Zone	☐	☐	☐	☒	Not Applicable.
U. Other – Secondary Effects	☒	☒	☒	☐	Increased capacity and the resulting increased accessibility could enable some dispersion of residential development in the area of the US 63 corridor. Increased accessibility to the national highway system will also result in the retention and attraction of central St. Croix County employment centers. Relocating US 63 around Baldwin may cause highway-oriented commercial land uses to relocate from the existing US 63 corridor to interchange access points on the new corridor.
U. Other – Cumulative Effects	☒	☒	☐	☐	The cumulative effects of the preferred alternative include the direct effects of its construction and the secondary effects spurred by the roadway improvements. The cumulative effects will impact farmland, wetlands, and stormwater runoff within and adjacent to the US 63 corridor. The extent of the cumulative effects on farmland is anticipated to be moderate with the majority of the secondary effects resulting from residential and commercial development around the periphery of Baldwin. The US 63 project, combined with other roadway projects that make this region more accessible, may increase or accelerate area residential development. Much of this development is likely to occur even without construction of the preferred alternative because of the rapid growth of St. Croix County as a whole. The extent of the cumulative effects on the wetlands and stormwater is anticipated to be small. See the cumulative effects discussion on the Environmental Issues Basic Sheet for additional information on this topic.

ENVIRONMENTAL COST MATRIX

Transportation Improvements

Environmental Issue	Unit Measure	Alternatives/Sections		
		No Build	Section 1: Interstate 94 to ~County E Alternative 4 (Far East)	Section 2: County E to US 64 Stage 2 (Expressway)
Project Length	Mi (Km)		5.5 (8.9)	9.3 (15)
Cost $				
Construction	Million $		17	20
Real Estate	Million $		5.3	6.7
Total	Million $		22.3	26.7
Land Conversions				
Total Area Converted to R/W	Acres (Hectares)		195 (78)	216 (87)
Wetland Area Converted to R/W	Acres (Hectares)		2.5 (1)	5 (2)
Upland Area Converted to R/W	Acres (Hectares)		169 cultivated acres (68)	4 wooded acres (1.6) 195 cultivated acres (79)
Other Area Converted to R/W	Acres (Hectares)		24 developed acres (9.9)	12 developed acres (4.9)
Real Estate				
Number of Farms Affected	Number		14	30
Total Area From Farm Operations Required	Acres (Hectares)		169 (68)	195 (79)
AIS Required?	Yes/No		No[1]	No[1]
Farmland Rating	Score		Not Evaluated	Not Evaluated
Total Buildings Required	Number		11	12
Housing Units Required	Number		6	8
Commercial Units Required	Number		2	None
Other Buildings or Structures Required	Number (Type)		2 farm buildings 1 residential garage	1 farm building 3 residential garages
Environmental Issues				
Flood Plain	Yes/No		Yes – Rush River Branch	Yes – South Fork of Upper Willow River
Stream Crossings	Number		1	1
Endangered Species	Yes/No		No	No
Historic Properties	Number		0	0

Environmental Issue	Unit Measure	Alternatives/Sections		
		No Build	Section 1: Interstate 94 to ~County E Alternative 4 (Far East)	Section 2: County E to US 64 Stage 2 (Expressway)
Archeological Sites	Number		0	0
106 MOA Required?	Yes/No		No	No
4(f) Evaluation Required?	Yes/No		No	No
Environ Justice At Issue?	Yes/No		No	No
Air Quality Permit?	Yes/No		No	No
Design Year Noise Sensitive Receptors				
No Impact	Number		39[2]	22[2]
Impacted	Number		11	13
Exceed dBA Levels	Number		6	13
Contaminated Sites	Number		8 near corridor, 2 with high potential for impact during construction	2 near corridor, 1 with high potential for impact during construction

[1] Corridor characteristics are anticipated to change dramatically before construction. If needed, an AIS shall be done closer to the start of construction.

[2] Adjacent to corridor.

8. Describe how the project development process complied with Executive Order 12898 on Environmental Justice. (EO 12898 requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects on minority populations and low-income populations, including the interrelated social and economic effects. Include those covered by the Americans with Disabilities Act and the Age Discriminate)

a. Identify sources of data used to determine presence of minority populations and low-income populations.

☒ Windshield Survey ☐ Survey Questionnaire ☐ Door to door

☐ WisDOT Real Estate ☒ US Census Data ☐ Real Estate Company
Identify Real Estate Company

☒ Human resource Agency
Identify agency:
U.S. Department of Housing and Urban Development Block Low to Moderate Income Data

☐ Official Plan
Identify Plan, Approval Authority, and Date of Approval

☒ Other – telephone interviews with potentially relocated residents.

b. Indicate whether a minority population or a low-income population, including the elderly and the disabled, is in the project's area of influence.

i) The requirements of EO 12898 are met if both "No" boxes are checked below

☐ No minority population in project's area of influence.

☐ No low-income population in project's area of influence

ii) If either or both of the "Yes" boxes are checked, item c below must be completed

☒ Yes, a minority population is within the project's area of influence

☒ Yes, a low-income population is within project's area of influence.

While there are minority and low income persons within the project corridor, no large population or groupings exist.

c. How was information on the proposed action communicated to the minority and/or low-income population(s)? Check all that apply.

☐ Advertising ☐ Brochures ☒ Newsletter ☐ Notices ☐ Utility Bill Stuffers

☐ E-mail ☐ Public Service Announcements ☐ Direct Mailings* ☐ Key Person

☒ Other (Identify) – Newspaper articles covering the project and announcements of public meetings. Multiple copies of newsletters sent to local officials (Town Chairmen, Village and County Board members) with request to distribute them to appropriate parties.

*Project information and the Wisconsin Department of Commerce relocation rights brochure was mailed directly to each potentially relocated household. At that time it was not known if residents in the households had special characteristics like being of minority or having a low-income.

d. Identify how input from the minority population and/or low-income population obtained? Check all that apply.

☐ Mailed Survey ☐ Door-to-door interview ☐ Focus Group Research

☒ Public Meeting ☐ Public Hearing ☐ Key Person Interview

☐ Targeted Small Group Informational Meeting

☐ Targeted Workshop/Conference

☒ Other (Identify) Alternatives Workshop

e. Indicate any special provisions made to encourage participation from the minority population and/or low-income population(s)

☐ Interpreter ☐ Listening Aids ☒ Accessibility for Elderly and Disabled

☐ Transportation Provided ☐ Child Care Provided

☐ Sign Language ☐ Other (Identify)

9. Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

The project had several public interaction opportunities where input was sought. Residents were notified using a purchased mailing list so that renters were included in the mailings. The meetings were held in buildings that were handicap accessible. No other special provisions were requested by those attending the meetings. The following table lists some of the public outreach events associated with the project.

Public Outreach Event	Date	Topic
Alternatives Workshop	5/23/02	Prioritize needs and develop alternatives
Public Information Meeting	8/6/02	Review corridor alternatives and gather public input. Notice sent to jurisdictions for distribution.
Hammond Town Board Meeting (public invited)	11/11/02	Review corridor alternatives and anticipated impacts; request public input via comment sheets. Addressed, stamped envelopes provided.
Baldwin Village Board Meeting (public invited)	12/3/02	Review corridor alternatives and anticipated impacts; request public input via comment sheets. Addressed, stamped envelopes provided.
Baldwin Town Board Meeting (public invited)	12/5/02	Review corridor alternatives and anticipated impacts; request public input via comment sheets. Addressed, stamped envelopes provided.
Local Advisory Committee Meeting	1/28/03	Review project, alternatives, and discuss local priorities
Local Advisory Committee Meeting	2/11/03	Review traffic and safety impacts of alternatives
Local Advisory Committee Meeting	2/25/03	Review project access, right-of-way, and impacts and costs of alternatives
Local Advisory Committee Meeting	3/18/03	Review community planning and land use
Local Advisory Committee Meeting	4/4/03	Identify the locally preferred alternative
Public Information Meeting	4/29/03	Review corridor preferred alternatives and gather public input. Notice sent to all Baldwin residents and bordering property owners north of Baldwin.

a. Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

The general public, including elderly, handicapped, and low-income populations, and an organized local advisory committee participated in public involvement.

b. Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

Generally, issues voiced by low income and/or minority persons were similar to those voiced by the public. The following comments were identified by the general public and the groups listed under “a”:

- Safety for all types of transportation (local traffic, regional traffic, railroad traffic, bicycles, pedestrians)
- Efficient traffic operations for all types of traffic
- Appropriate travel speeds through the Village of Baldwin
- Traffic diversion onto local streets
- Induced traffic demand and associated secondary effects
- Local cost sharing
- Community development and cohesion
- Village of Baldwin's economic vitality
- Business and residential impacts (relocations, noise, etc)
- Impacts to institutional development (wastewater treatment plant, schools)
- Impacts to quality farmland

c. Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

The preferred alternatives for the north and south sections of US 63 provide the best balance in addressing the concerns voiced during public involvement.

South Section (Section 1)

The south section's East Bypass Alternative seeks to balance the concerns voiced during public involvement in the following ways:

- Bypassing the Village of Baldwin provides the opportunity for safe transportation and efficient operations for all modes. Traffic volumes through Baldwin will be reduced, providing the opportunity to maintain community-sensitive travel speeds through the Village and limiting the amount of traffic diverting onto local streets.

- Induced traffic often is classified in two parts: demand transfer, such as changing routes and travel times; and net increase in demand, i.e., driving more or farther. Demand transfer often may have positive effects, such as reducing the amount of traffic diverting through neighborhood streets. Increased demand can be associated with decentralization, increased fuel consumption, and more emissions.

  When capacity is added to a highway facility, people may change their locational choices, such as job and residence locations. Because added capacity often reduces congestion, travelers select different origins and destinations than in the congested roadway situation. This can lead to decentralization.

  Transportation capacity increase is one factor that influences locational choices. Other factors, such as land use policies, housing costs, and regional growth also have great influence. In the very long term, highway capacity additions may play a part in lower urban densities, more auto-oriented urban design, and higher auto ownership and hence more total travel than would have been the case without capacity increases. Land use policies influence these results as well. Yet some research has found that even with strong land use policies that discourage low-density development/high auto

ownership, auto travel growth remains highly dependent on socioeconomic and demographic change. In regions with strong land use policies in place, substantial population growth is coupled with substantial new highway travel. The Baldwin area is anticipated to continue to experience substantial population growth in the coming years, and therefore significant increases in traffic volumes can be expected with or without the proposed improvements.

- The East Bypass Alternative provides local governments with a favorable cost-sharing plan. The Village of Baldwin's share of the improvement costs would probably amount to a jurisdictional transfer of the existing US 63 roadway within the Village.

- Bypassing the Village of Baldwin provides both room for growth and the opportunity to maintain a cohesive community.

- The East Bypass Alternative provides a good opportunity to maintain the economic vitality of the Village of Baldwin. Although US 63 traffic will be given the option to bypass Baldwin, traffic will have the opportunity to access the Village and its businesses if desired. In addition, although some residential and business effects (relocations and noise effects) are still anticipated, the number of potential relocations are minimized with the East Bypass Alternative, further maintaining the economic stability and vitality of Baldwin.

- The East Bypass Alternative minimizes effects on institutional development, such as the public schools and the wastewater treatment facility.

- More agricultural land will be affected with the East Bypass than the Through Town alternative. However, the East Bypass affects fewer farms and less agricultural land than the other two bypass alternatives considered.

- Approximately 2.5 acres of wetland are anticipated for mitigation because of the section 2 preferred alternative.

<u>North Section (Section 2)</u>

- The north section's preferred alternative (a limited access four-lane divided highway) seeks to provide a safe and efficient transportation facility for vehicles while minimizing the effects on farms and environmentally sensitive land by remaining on-alignment. Pedestrians and bicycles can use one of the many county or town roads to travel north-south parallel to the US 63 corridor. Approximately 5 acres of wetland are anticipated for mitigation because of the Section 2 preferred alternative.

10. Briefly describe the results of coordination with local units of government.

a. Identify local units of government contacted and provide the date coordination was initiated.

Government	Date of Coordination m/yyyy
St. Croix County	3/2002
Village of Baldwin	3/2002
Town of Baldwin	3/2002
Town of Cylon	3/2002
Town of Emerald	3/2002
Town of Hammond	3/2002
Town of Eau Galle	3/2002
Town of Erin Prairie	3/2002
Town of Rush River	3/2002
West Central Regional Planning Commission	10/2002

b. Describe, briefly, the issues, if any, identified by local units of government during the public involvement process.

- Safety for all types of transportation (local traffic, regional traffic, railroad traffic, bicycles, pedestrians)
- Cost sharing
- Community development
- Community cohesion
- Village of Baldwin's economic vitality
- Business and residential impacts including relocations, limiting access, and noise
- Impacts to quality farmland

c. Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

The preferred alternatives for the north and south sections of US 63 provide the best balance in addressing the concerns voiced by local government and residents. In addition to local government involvement, they were also selected after extensive public involvement.

<u>South Section (Section 1)</u>

The south section's East Bypass Alternative seeks to balance the concerns voiced by local government in the following ways:

- Bypassing the Village of Baldwin provides the opportunity for safe transportation for all modes.
- Bypassing the Village does not segment or split the community as other alternatives do.
- The East Bypass Alternative provides local governments with a favorable cost-sharing plan. The Village of Baldwin's share of the improvement costs would probably amount to a jurisdictional transfer of the existing US 63 roadway within the Village.

- Bypassing the Village of Baldwin provides room for community growth.
- Bypassing the Village of Baldwin provides the opportunity to maintain a cohesive community. Full access to businesses, residences, and community facilities will be maintained. In addition, vehicle, bicycle, and pedestrian access will be improved by limiting regional traffic volumes traveling through the community.

- Bypassing the Village of Baldwin will provide another needed north-south arterial. Another arterial has become necessary as the Village of Baldwin has experienced considerable residential growth.

- The East Bypass Alternative provides a good opportunity to maintain the economic vitality of the Village of Baldwin. Although US 63 traffic will be given the option to bypass Baldwin, traffic will have the opportunity to access the Village and its businesses if desired. In addition, although some residential and business effects (relocations and noise effects) are still anticipated, the number of potential relocations are minimized with the East Bypass Alternative, further maintaining the economic stability and vitality of Baldwin.

- More agricultural land will be affected with the Far East Bypass than the Through Town alternative. However, the Far East Bypass affects fewer farms and less agricultural land than the other two bypass alternatives considered.

North Section (Section 2)

The north section's limited access four-lane divided highway seeks to provide a safe transportation facility for vehicles while minimizing the effects on farms and environmentally sensitive land by remaining on-alignment.

TRAFFIC SUMMARY

	ALTERNATE	Alternative 4	Alternative 4	Stage 2	Stage 2
	SEGMENT TERMINI	I-94 to 80th Ave.	80th Ave. to County E	County E to County G	County G to WIS 64
TRAFFIC VOLUMES Existing	**ADT Yr.** 2002	12,500	6,700	5,000	4,200
Exist. Plus 10 yr.	**ADT Yr.** 2012	14,800 – 16,900	7,900 – 9,000	5,900 – 6,800	4,900 – 5,700
Exist. Plus 20 yr.	**ADT Yr.** 2022	16,900 – 21,300	9,000 – 11,400	6,800 – 8,500	5,700 – 7,100
Design Year	**ADT Yr.** 2032	19,100 – 25,700	10,200 – 13,700	7,600 – 10,300	6,400 – 8,600
	DHV Yr. 2032	2,240 (~740 on bypass)	1,200 (~400 on bypass)	900	460
TRAFFIC FACTORS	**K% ($_{100/200}$,or %)**	10%	10%	10%	10%
	D (%)	55% Northbound	73% NB	59% NB	58% NB
Design Year	**T (% of ADT)**	6.1%	Not Determined	Not Determined	18.6%
	T (% of DHV)	7.2%	Not Determined	7.4%	11.4%
	Level of Service[1]	LOS B	LOS A	LOS A	LOS A
SPEEDS Existing	**Posted**	25 – 40 mph	55 mph	55 mph	55 mph
Design Year	**Posted**	55 mph	55 mph	55 – 65 mph	55 – 65 mph
	Project Design Speed	70 mph	70 mph	70 mph	70 mph
OTHER (specify)	**P (% of ADT)**	10%	10%	10%	10%
	K (% OF ADT)	N/A	N/A	N/A	N/A
	Level of Service Design Year – No Build[1]	[2]LOS D-F	LOS D	LOS D	LOS D

ADT = Average Daily Traffic **DHV = Design Hourly Volume**
$K_{100/200}$ or % = K_{100} = Rural, K_{200} = Urban, % = ADT in DHV **D = % DHV in predominate direction of travel**
T = Trucks **P = % ADT in Peak hour**
K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

1 **Level of Service during the design year assuming the higher growth rate.**
2 **On sidestreets at the 60th Ave., Cedar St., Oak St., Maple St., Main St., US 12 East, and US 12 West intersections.**

ENVIRONMENTAL ISSUES

Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Stimulation of secondary environmental effects.

☒ No - Substantial secondary environmental effects will not be stimulated.
The text below contains a discussion of the project's influence on secondary development and a discussion of induced traffic projections for project alternatives.

☐ Yes - Stimulation of substantial secondary environmental effects will occur. Explain or indicate where addressed.

This project will stimulate two different avenues of secondary effects. Corridor preservation itself will influence land use changes. Then implementation of the preferred alternative will have another set of land use effects. *This document focuses on the effects of implementing the preferred alternative*, yet the document briefly describes some possible secondary effects of corridor preservation.

A. Secondary Effects of Corridor Preservation

Secondary effects are impacts that are not directly caused by an action, yet may result indirectly from an action. Preserving a US 63 corridor through zoning or official mapping will influence land use changes near the corridor. Because the zoning and mapping will be intended to prevent development within the corridor, land owners will be less likely to construct new structures within or adjacent to the preserved corridor. The corridor location will reduce the options land owners have with their property. Also, because the bypass alignment severs properties, the corridor may alter the location and shape of development when it occurs. This may slightly increase infrastructure costs associated with development and delay development. Together these effects may slow the conversion of agricultural parcels to developed parcels until the preferred alternative is constructed.

B. Transportation's Role in Secondary Effects

Secondary effects in this document are defined as environmental effects to land use indirectly enabled by an improvement action. Examples of secondary effects include residential, office, commercial, and industrial development. When an improvement action enables secondary development, it does not directly cause the development, but along with other factors, it helps to provide more opportunities for development.

Many studies have been performed investigating the role of transportation in secondary development and land use. Most of these studies, while linking transportation improvements to development and land use, vary in their opinions of how substantially highway improvements influence land use. Transportation improvements are one of many factors that influence development. Other factors include land availability, zoning compatibility, and economic vitality. This relationship may be stated another way. In order for the development to occur, development demand, supply, and institutional forces must come into accord. Specifically, a willing property owner/seller must be economically and legally matched with both an interested property buyer/developer and a government entity that will permit (through zoning and land division authority) the development to occur. Highway improvements (as well as all other forms of transportation and communication improvements) tend to increase the supply portion of this equation by

improving the accessibility of property. The following equation explains this process:

Demand (Willing Buyers)	+	**Supply**	+	**Institutional Forces**	=	**Development**

Influences to Equation

Economic Vitality Housing Supply Buyer Preferences Property Attractiveness Community Preferences	Land Availability Land Cost Property Accessibility (Transportation)	Land Controls Land Use Plans Zoning Regulations Subdivision Regulations	Commercial, industrial and residential buildings

Demand and institutional interests must respond to this supply for development to occur. If they do not, development will not occur.

Currently, all the factors necessary for development (demand, supply, and institutional forces) are present in the USH 63 corridor. Area zoning, subdivision regulations, and land use plans presently allow substantial amounts of residential, commercial, and industrial development to occur. Because other factors necessary for development are present, this USH 63 improvement may enhance, enable, or influence development opportunities. The mechanisms by which this might occur are discussed in the following paragraphs.

1. Commuter-Related Development

One way in which highway improvements stimulate development is to provide convenient and safe commuting to employment centers located outside of the immediate area, such as the Minneapolis/St Paul and Eau Claire metropolitan areas. Much of the residential development in St Croix County results from land use policies in the Minneapolis/St Paul area and the relatively accessible property in St Croix County.

2. Development Related to Local Economic Vitality

A second way highway improvements stimulate development is by creating access, safety, or convenience factors that attract new development into the area. An example would be industries that consider such features a prerequisite for locating facilities. Baldwin's proximity to the interstate highway and its location in relation to Minneapolis/St. Paul help it compete with other communities as it seeks to attract industries.

The extent to which transportation improvements facilitate development with this mechanism is less dramatic than with the previously discussed commuter access-related mechanism. However, by stimulating the area's economy, this transportation improvement project will enable or facilitate secondary development. As area industry has a faster, more efficient highway linking it to the State and National Transportation System (via I-94), the improved transportation linkage may make the Baldwin area more attractive for new industry that has particular location requirements. An improved highway may also enable the tourist industry to continue growing without the detractor of highway congestion.

C. <u>US 63's Role in Secondary Development</u>

The Wisconsin DOT in their Technical Reference Document for Indirect and Cumulative Effects Analysis for Project-Induced Land Development advocates a seven-step process shown in Figure 1-1. The following paragraphs briefly go through the process shown in this graph to summarize some of the

secondary effects that could be enabled by the US 63 project.

I. *What Area is Being Studied?*

The area being studied includes the municipalities surrounding the Baldwin area, specifically the Village of Baldwin and the Towns of Baldwin, Hammond, Emerald, and Erin Prairie. All are located in St Croix County.

II. *What is Going on in that Area Now?*

St Croix County is experiencing substantial population growth and coupled with it is a substantial increase in housing units constructed.

Figure 1-2 illustrates St. Croix County population and housing unit growth and

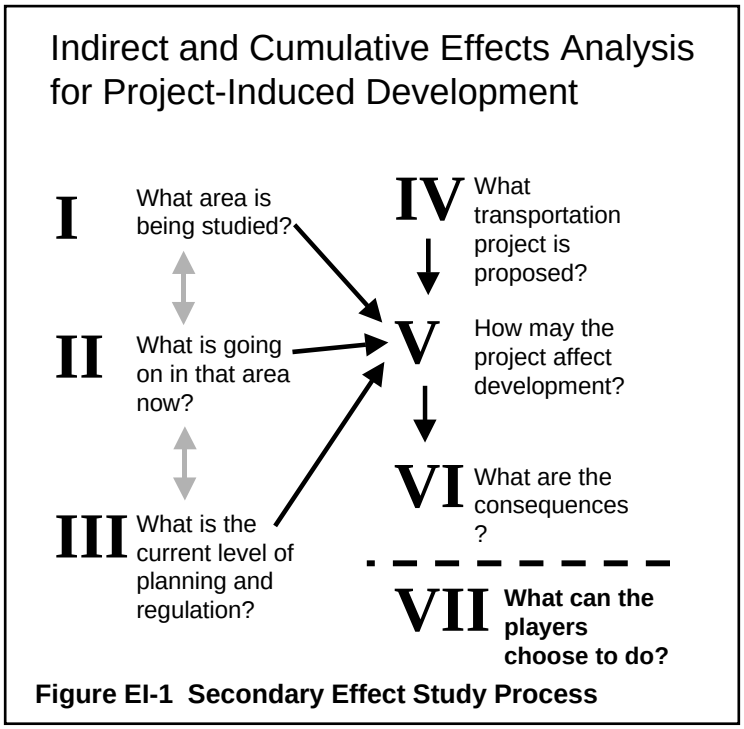

Figure EI-1 Secondary Effect Study Process

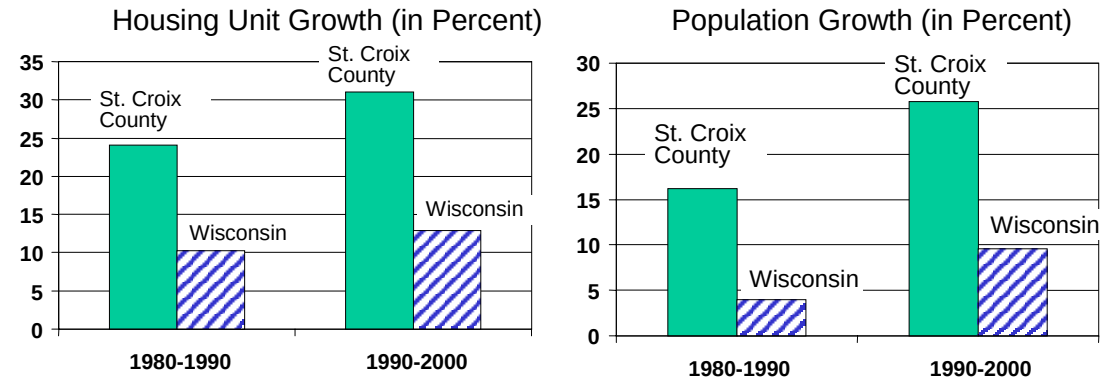

Figure EI-2 St Croix County Growth

compares it with Wisconsin growth from 1980 to 2000.

In the immediate Baldwin area, two main types of development are occurring. First, Baldwin is having success in recruiting industry to locate in its industrial park on the south side of the Village. Secondly, there is substantial residential growth in St. Croix County over the past decade. Much of this growth is the result of land use policies being implemented in the Minneapolis/St. Paul metro area. Much of this residential growth is occurring in unsewered rural subdivisions. Some of it is occurring as peripheral development to existing villages and town centers. One example is the two new residential subdivisions that have recently been constructed on Baldwin's east side.

III. *What is the Current Level of Planning and Regulation?*

The Village is in the process of developing a comprehensive plan as part of the Smart Growth legislation. Currently the Village of Baldwin has zoning that is also serving as their master plan for area development. This zoning currently allows substantial amounts of residential development on the Village's east side. With this plan there is ample supply of vacant land zoned residential to accommodate demand for many years.

In the past, land use regulation in the rural townships has been more relaxed. The adjacent towns now are in various stages of developing comprehensive plans as part of Wisconsin's Smart Growth legislation. The towns of Baldwin, Cylon, Erin Prairie, Hammond, Pleasant Valley, and Stanton are participating in the St. Croix Heartland Planning Project. Through the Planning Project, each of the six towns is doing the following:

- Working with the St. Croix County Planning Department to develop a comprehensive town plan coordinated with the other towns.
- Respecting the individuality of each community and its citizenry.
- Coordinating with the 2000 St. Croix County Development Management Plan.

Basic Sheet 6, Land Use Plans, lists the plans that govern the US 63 corridor.

IV. *What Transportation Improvement is being Proposed?*

This document is proposing a four-lane limited access highway bypass of the Village of Baldwin and a four-lane high speed facility north of Baldwin to USH 63's junction with STH 64. Specific characteristics of the alternative are described in more detail in Basic Sheet 3. The improvement will provide an incremental increase in accessibility to I-94 and the Minneapolis/St Paul and Eau Claire metropolitan areas. The project extends the higher speed travel available on I-94 onto the US 63 corridor.

V. *How may the project affect development?*

- Industry

Industrial growth and development in the Baldwin area may occur at a slightly higher rate when this project is implemented because it provides better access to I-94. This could make the Baldwin community more attractive for industry, as well as other business types.

- Residential

Substantial residential development is already occurring in St. Croix County as a result of land use policies in the Minneapolis/St. Paul metropolitan area. Sufficient access and capacity already exists on the I-94 corridor to allow these residential development trends to continue. Yet as this improvement incrementally improves access to these metropolitan areas, so it will also help enable continued residential development.

Locationally the preferred alternative proposes a bypass along the east side of the Baldwin. Over the years this may encourage more residential development to occur on the Village's west side. Additionally, sometimes a limited access highway located on the periphery of an urban area can act as a boundary – delaying development on the other side of the boundary. In these cases, development tends to stay within the boundary until available, developable sites are exhausted.

- Commercial

The amount of commercial development will grow in response to area population increases. This commercial development tends to be proportionate to increases in the consumer base. The location of some of this commercial development may change with the implementation of the preferred alternative. Businesses that rely on highway exposure for patronage, such as gas stations, may relocate to interchanges on the bypass facility. This may cause some of the existing highway oriented commercial businesses that are located on the current US 63 highway inside Baldwin to relocate to the quadrants of the future US 12 east interchange on the east side of Baldwin.

- Induced Traffic

Another common indirect effect not associated with development is induced traffic. Induced traffic often is classified in two parts: demand transfer, such as changing routes and travel times and net increase in demand, i.e., driving more or father. Demand transfer often may have positive effects, such as reducing the amount of traffic diverting through neighborhood streets. Increased demand can be associated with decentralization, increased fuel consumption, and more emissions.

When capacity is added to a highway facility, people may change their locational choices, such as job and residence locations. Because added capacity often reduces congestion, travelers select different origins and destinations than in the congested roadway situation. This can lead to decentralization.

Transportation capacity increase is one factor that influences locational choices. Other factors, such as land use policies, housing costs, and regional growth, also have great influence. In the very long term, highway capacity additions may play a part in lower urban densities, more auto-oriented urban design, and higher auto ownership and hence more total travel than would have been the case without capacity increases. Land use policies influence these results as well. Yet some research has found that even with strong land use policies that discourage low-density development/high auto ownership, auto travel growth remains highly dependent on socioeconomic and demographic change. In regions with strong land use policies in place, substantial population growth is coupled with substantial new highway travel. Future development along the US 63 corridor is expected to produce higher traffic growth rates with or without the proposed action.

VI *What are the Consequences?*

- Corridor Preservation

An indirect impact of preserving the corridor may be the effect it has on the sale of properties within the future corridor. It may be more difficult to sell a home or farmstead that is slated for relocation as contruction nears. Property owners that choose to wait to sell until WisDOT is able to purchase the land should not see an adverse impact as Wisconsin Statutes regarding value of WisDOT purchased properties will protect them. Some property owners may see increased interest in their land for development as future access to the highway makes their property more attractive to developers.

- Construction of the Preferred Alternatives

The most likely effects of the new facility would be a slight increase in the residential development rate inside Baldwin and along the US 63 corridor north of Baldwin (although some of this may occur during the preservation stage). Residential development inside Baldwin will occur at higher densities and therefore will consume less land and resources. The facility may encourage residential development north of Baldwin. This development will typically be less dense, more rural in character, and probably consume more land and resources. Possible effects could include:

- Consumption of farmland for residential development.
- Encouragemnet of decentralization of housing into less dense development patterns (rural development).
- Consumption and/or fragmentation of environmental corridors by residential development.

There are other locational effects that are described in the preceding paragraphs. These include the relocation of highway-oriented commercial establishments and the possible increase in residential development on the west side of Baldwin.

VII *What can the Players Choose to Do?*

Secondary effects were discussed with a Local Advisory Committee (LAC) that was formed to help develop and evaluate alternatives. The committee was made up of area elected officials and business representatives. One LAC meeting was devoted to a land use workshop. At this workshop, an accredited land use planner took the group through a Strengths, Weaknesses, Opportunities, and Threats (SWOTs) exercise for Alternatives 3 and 4. The land use planner then discussed land use tools that could help the communities capitalize on the strengths and opportunities presented by the alternatives, and minimize the threats and weaknesses. The following paragraphs summarize some of the meeting discussion that focused on Alternative 4, the preferred alternative.

<u>Committee Responses to Strengths, Weaknesses, Opportunities, and Threats Exercise for Preferred Alternative</u>

1. Strengths
    - Safer for regional traffic (4 responses)
    - Separates local and regional traffic (2 responses)
    - Less local cost share, short term (2 responses)
    - Less traffic through Baldwin, better pedestrian safety
    - Less disruption to business access
    - More north-south traffic capacity
2. Weaknesses
    - Business loses access/exposure to regional traffic (5 responses)
    - Uses more land (2 responses)
    - New alignment could serve as a barrier to Baldwin growth
    - Regional traffic is closer to residential development on east side of Baldwin
    - Inconvenience to farmers

3. Opportunities
    - Maintains existing business accesses (3 responses)
    - More efficient for regional traffic (3 responses)
    - Bypass can be expanded; has high regional traffic capacity
    - Land values increase adjacent to interchanges
    - Potential for development at interchanges
4. Threats
    - Local businesses may lose revenue to new businesses (4 responses)
    - Attract more regional traffic to the area; building a better facility attracts more users (2 responses)
    - New alignment could serve as a barrier to Baldwin growth
    - Increased noise in rural areas east of Baldwin
    - Reduced commercial property values in Baldwin
    - Reduced property values near realigned US 63

There are a variety of land use planning tools that can be implemented to capitalize on the opportunities, yet minimize the threats and weaknesses. Many of these tools are components of a comprehensive plan as defined by the smart growth legislation. These tools were presented to the LAC. Areas discussed include the following:

1. Adopt Modern Zoning Standards

    Adopting strategic amendments to the Zoning Ordinance and Zoning Map will help locate land uses where they are desired within the community and ensure they are designed in a manner that forwards community objectives. For example, establishing and complying with a zoning map can keep commercial land uses inside Baldwin from relocating to the quadrants of an interchange.

2. Foster Cooperative Intergovernmental Relations

    Communities planning jointly for area growth can help focus development in appropriate locations. These arrangements can keep development from playing one community against another. Joint planning arrangements include boundary agreements and exercising extra territorial zoning. Under Wisconsin Statutes, intergovernmental agreements can be binding on the actions of future elected bodies for periods of up to twenty years. Hundreds of such agreements are in place all around the state.

3. Implement Community Character through Zoning Standards

    The character and type of development enabled by regional transportation improvements can be largely influenced by zoning standards. Examples of this include:

- Zoning district mix – Character of a community is affected by where and how certain land uses are allowed.
- Landscaping zoning standards – Many communities are using a point-based system to insure that developers include a desired amount of landscaping in their site plans. Different land uses require a

certain number of “points” based on the size of the development. Points are awarded for planting trees and shrubs depending on the cost of and size of the items chosen.

- Lighting zoning standards – Impacts of lighting on surrounding neighborhoods and green spaces created by commercial and industrial developments can be controlled with zoning standards.
- Signage zoning standards – Controlling the size of signage can reduce the impact of commercial and industrial development on the aesthetics of the community.
- Building exterior materials zoning standards – Controlling the materials used in construction of building exteriors can reduce the impact of commercial and industrial development on the aesthetics of the community.
- Big box development zoning standards – Controlling the location, site design, and appearance of “big box” development can reduce its impact on the community. Many communities around the state have adopted provisions for placing special development conditions on “big boxes.” Some of these communities (such as the small Interstate communities of Johnson Creek and Cottage Grove) apply these standards to buildings as small as 5,000 square feet of total floor area.

4. Provide and Maintain a Local Road Network

Communities should preserve the capacity and utility of the existing road network. Additionally, they should plan for future transportation needs as their communities respond to anticipated growth that will occur with or without this US 63 project. Long-range planning for local roadways should include arterials, collectors, and local roads. Often the roads along the section lines, or “mile roads,” tend to become the future urban arterials. With the Transportation Plan element of a city comprehensive plan, it is often prudent to map out future right-of-way needs so the proper widths can be preserved as the land develops.

Officially Mapping components of the transportation plan is one of the most cost-effective planning tools available to the community. The official map can be very effective in preserving planned land uses. Generally, the Official Map is the main tool for implementing the Transportation Plan element of the comprehensive plan.

Official Maps, subdivision ordinances, and zoning ordinances can require that additional widths beyond the typical 66-foot right-of-way be donated back to the community by developers. Also, a grid network should be planned with roads that span the entire community.

5. Use Zoning Ordinances to Regulate Transportation Aspects of Site Design

Zoning ordinances can be written to preserve the transportation system. This delays the need for capacity improvements on both State and local roadways. Example standards include:

- Access control zoning standards – It’s important to control the number and locations of new driveways, private drives. and public streets that developments will add on to arterials and other heavily traveled roads.
- Parking lot design zoning standards – For safety, and traffic flow concerns, it is very important to control the locations and internal design of parking lots.
- Entry throat zoning standards – It’s important to control the design of entry throats for different types of development to prevent vehicles entering the development from queuing on to the adjacent road. Larger developments and businesses with drive-through windows typically require longer entry-throat depths.
- Modern parking standards – These are recommendations that are used for the number of

stalls each type of development must provide based on quantities such as the size of the building or the number of employees.

Transportation impact analysis – Many communities are requiring that a Traffic Impact Analysis be completed before approving development. Typically, communities are using a "trigger size" of between 5,000 and 10,000 square feet of total floor area.

2) Creation of a new environmental effect.

☒ No - A new environmental effect will not be created.

☐ Yes - The project will create a new environmental effect. Explain or indicate where addressed.

3) Impacts on geographically scarce resources.

☒ No - Geographically scarce resources will not be impacted.

☐ Yes - Impacts on geographically scarce resources will occur. Explain or indicate where addressed.

4) Precedent-setting nature of the proposed action.

☒ No - The proposed project does not have a precedent-setting nature.

☐ Yes - The proposed project has a precedent-setting nature. Explain or indicate where addressed.

5) The degree of controversy associated with the proposed action.

☒ No - The proposed action is not controversial or the level of controversy is low.

☐ Yes - The project has a high degree of controversy. Explain or indicate where addressed.

6) Conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand.

☒ No - No conflicts with any plans, policies, or land uses will result.

☐ Yes - Conflicts with plans, policies or land uses will result. Explain or indicate where addressed.

7) Cumulative environmental impacts of repeated actions of the type proposed.

☐ No - The proposed action will not contribute to cumulative environmental impacts of repeated actions.

☒ Yes - Cumulative environmental impacts will result from repeated actions of the type proposed.

Farmland

Because of the proximity of the US 63 project corridor to the Minneapolis/St. Paul metropolitan area and the existing socioeconomic climate, urban and residential development in St. Croix County has resulted in substantial farmland conversion. The American Farmland Trust identifies St. Croix County as having high quality farmland as well as high development pressure. The 1992 US Census of Agriculture showed a

decline of 57,000 acres of farmland between 1978 and 1992. Correspondingly, the Census showed a decline in the number of farm acres from 78 percent of the land in the county in 1978 to 66 percent in 1992.

If the preferred alternative were constructed in 2003, 360 acres of farmland would be converted to highway right-of-way. However, because construction of the preferred alternative would not occur for more than fifteen years and because of the St. Croix County development trends, it is likely that a substantial amount of today's farmland will have a different land use at the time of construction. It is for these reasons that this Environmental Assessment (EA) is being completed.

Because land use in the US 63 corridor is likely to change before construction of the planned highway, an Agricultural Impact Statement has not been completed in conjunction with this EA. However, WisDOT will update and reevaluate this environmental assessment as construction becomes imminent. The document will evaluate the secondary and cumulative effects on agriculture and farmland at that time.

Wetlands and Stormwater

Many of the wetlands in the proposed US 63 corridor have already been affected by previous activities such as filling, stormwater runoff, and water level changes from past ditching and draining. These previous activities are associated with agricultural land use, railroad development, and previous highway development.

The effects associated with the proposed US 63 highway project include some filling and stormwater runoff. Approximately 12 acres of wetland would be converted to highway right-of-way, with 8 acres being filled. However, any filled wetland will be mitigated adjacent to the existing wetland where possible. The resulting cumulative impacts will then primarily be associated with the quality of stormwater runoff, and the quantity of runoff due to an increase in impervious surfaces. Stormwater management measures, including best management practices, will be implemented both during construction and for the long term.

ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

A. General Economics None.

B. Community & Residential The goal of this Environmental Assessment (EA) is identification of the future US 63 corridor so preservation efforts can begin. The impacts being evaluated in this document include, to the extent possible, those associated with the construction of the preferred alternatives. The EA seeks to identify the preferred future US 63 corridor to a level of detail sufficient to discourage or prohibit development within its limits. This will allow local governmental jurisdictions to minimize future community, residential, commercial, and industrial impacts of the improvement when it is constructed. WisDOT District 6 Planning will be the WisDOT liaison for the local officials.

C. Commercial & Industrial See comments for **Community & Residential** above.

D. Agriculture None at this time. Will be evaluated when EA is updated for construction.

E. Environmental Justice See comments for **Community & Residential** above.

F. Wetlands None beyond standard practice (mitigation of impacted wetlands).

G. Streams & Floodplains None beyond standard practice.

H. Lakes or Other Open Water None beyond standard practice.

I. Upland Habitat None beyond standard practice.

J. Erosion Control See Factor Sheet.

K. Storm Water management See Factor Sheet.

L. Air Quality The project is exempt from permit requirements per Wisconsin Administrative Code Chapter NR 411 criteria.

M. Construction Stage Sound Quality To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 6 P.M. and 7 A.M. without prior written approval of the project

engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See the Air Quality Factor Sheet.

N. Traffic Noise None.

O. Section, 4(f)and , 6(f).) Not Applicable.

P. Historic Resources Not Applicable.

Q. Archaeological Resources Not Applicable.

R. Hazardous Substances or UST's See Phase 1 report.

S. Aesthetics None.

T. Coastal Zone Not Applicable.

U. Other None.

Wisconsin Department of Transportation

A - GENERAL ECONOMICS IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (East Alignment) Section 2 - Stage 2 (4-lane limited access highway) **Is this the Preferred Alternative?** Yes	**Portion of project this sheet is evaluating if different from the first Basic Sheet** Not Applicable

1. Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The project corridor consists of commercial and industrial land uses located in the Village of Baldwin, farms outside of Baldwin, and residences scattered throughout the corridor. Industrial uses include residential and commercial garage door manufacturing, food processing and manufacturing, custom woodworking, metal stamping, assembly and fabrication, dust collection equipment manufacturing, plastic molding manufacturing, and trucking. Retail includes highway commercial, building products, and small-scale, specialty retail. According to the 1997 US Agriculture Census, in the greater US 63 corridor, area agriculture includes both crop and livestock farming. Crops include corn, soybeans, barley, oats, vegetables, and fruits. Hay silage is also farmed. Livestock includes dairy, cattle, poultry, hogs, sheep, and horses. Residential construction is also a large industry in the area.

2. Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item 1 above.

US 63 provides a connection between Interstate 94 and Corridors 2020 routes to the north. This good transportation route has contributed to an economic climate that encourages business and residential investment. Yet as development continues, congestion and travel time are growing. Without maintaining good access to the national transportation system, it will become more difficult to attract investment and reinvestment in the area. Additionally, congestion increases transportation costs and the delivery of services, which can be a major cost for some businesses.

By reducing congestion and maintaining mobility, the proposed US 63 corridor improvements foster the economic climate in the area. Providing capacity on the US 63 east realignment would help relieve the main arterials through the Village of Baldwin, such as existing US 63. Congestion becomes less of a factor in locating businesses. Shipping and transportation costs decrease. Good transportation facilities also help maintain the Baldwin area perception as a good place to work and live. This helps attract and retain area employers.

The proposed improvements would require farmland to be converted to highway right-of-way, although not the county’s most productive farmland. The highway improvement east of Baldwin will draw about one-third of the traffic on US 63, potentially reducing patronage at some local businesses. The proposed improvements also require relocation of some residences and commercial businesses.

3. In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project.

In general, the proposed improvement will increase the potential for economic development in the area.

Wisconsin Department of Transportation

B - COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (East Alignment) Section 2 - Stage 2 (4-lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Give a brief description of the community or neighborhood affected by the proposed action.

Community/neighborhood name

Village of Baldwin and Towns of Baldwin, Hammond, Erin Prairie, Emerald, Stanton, and Cylon

Community/neighborhood Characteristics

Parts of six townships (Baldwin, Hammond, Erin Prairie, Emerald, Stanton, and Cylon) and one village (Village of Baldwin) are potentially directly affected by the US 63 corridor improvements between Interstate 94 and the US 63/WIS 64/WIS 46 intersection in St. Croix County. The communities in the US 63 corridor area have defining characteristics. The area is primarily agricultural and rural residential, but it is also located about 40 miles east of the Minneapolis/St. Paul, Minnesota, metropolitan area. According to 2000 US Census data, about 850 people live in blocks adjacent to the proposed corridor. However, not all needed demographic data could be gathered at the US Census block level. For that reason, the greater US 63 corridor was analyzed. The greater US 63 corridor consists of the following 2000 US Census geographies:

- Census Tract 1206:
  Block Groups 1, 4, and 5
- Census Tract 1208:
  Block Groups 2, 4, 5, and 6
- Census Tract 1210:
  Block Group 3

About 9,000 people live in the greater US 63 corridor, with 3,000 residing in the Village of Baldwin. Figure B.1-1 shows the limits of the greater US 63 corridor used in this study.

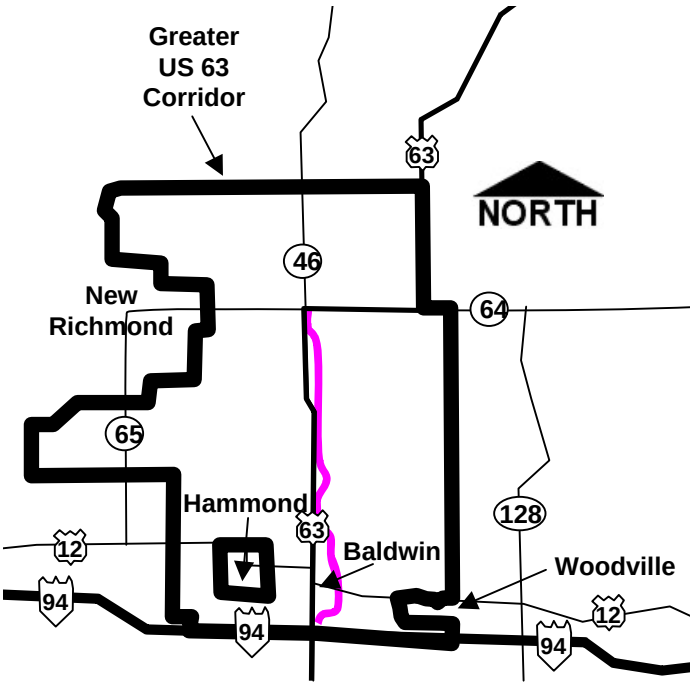

Figure B.1-1 Greater US 63 Corridor, St. Croix County

The demographic profile for the communities shows a fairly homogenous community. The first column of Table B.1-1 shows a demographic profile for St. Croix County. This general profile is a baseline against

which the characteristics of the other areas can be referenced. The 2000 US Census information shows the following:

- As compared to St. Croix County as a whole, slightly fewer people of ethnic minority reside in the area of the greater US 63 corridor. For this study, a minority is defined as Hispanic/Latino and all non-Hispanic/Latino races other than "white alone" as stated in US Census Bureau statistics.

- Slightly more elderly persons reside in the greater US 63 corridor. Elderly persons are defined as those ages 65 and over.

Characteristic	St. Croix County	US 63 Corridor
Total Population[1]	63,155	8,644
Persons of Minority[1]	3%	2%
Elderly Persons[1]	10%	12%
Persons with Disabilities[2]	13%	15%
Persons with Low-Income[3]	8%	8%

[1] 2000 US Census, Summary File 1.
[2] 2000 US Census, Summary File 3.
[3] Very Low Income as defined in the 2003 U.S. Department of Housing and Urban Development Low to Moderate Income Data.

Table B.1-1 Demographic Characteristics

- Slightly more people with disabilities reside in the greater US 63 corridor area. Disabilities include sensory, physical, mental, or self-care. Statistics are for the noninstitutionalized population ages 5 years and over.

- In the greater US 63 corridor area, the residence rate for people with low incomes is the same as in St. Croix County as a whole. The US Department of Housing and Urban Development's (HUD's) very low income statistics have been cited for low income. Very low income is defined by HUD as 30 percent of the area's median income or below. Federal Highway Administration (FHWA) guidelines recommend using low income statistics provided by the US Department of Health and Human Services (HHS). However, these statistics are not readily available at the US Census Bureau block group level. HUD income statistics are readily available at the block group level. Though the HUD very low income numbers are slightly higher than HHS's low income, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

2. Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Within the greater US 63 corridor area, transportation consists primarily of personal motor vehicles (e.g., car, truck, motorcycle). For school-aged children, school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides special transportation services (about 43,000 rides annually). Within the village areas, transportation is supplemented by bicycle and walking. A Chicago & Northwestern rail line also exists in the corridor area. The rail corridor runs parallel to the US 12 corridor on the south side. Existing daily traffic volumes in the Baldwin

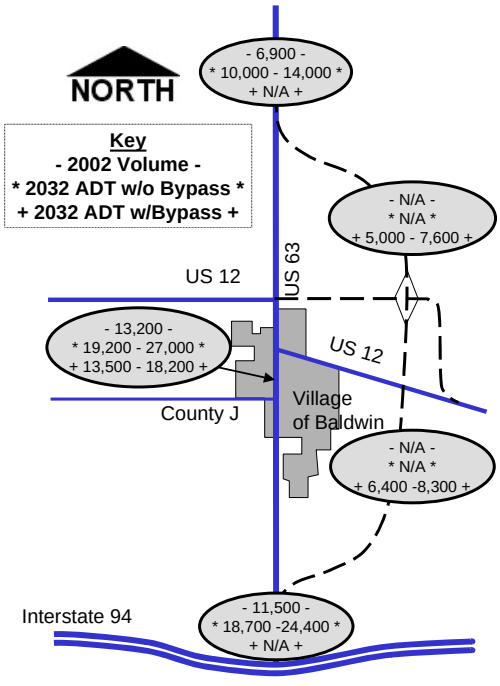

Figure B.2-1 Existing and Projected Traffic

area, as well as projected future traffic volumes, are shown in Figure B.2-1.

According to 2000 US Census Bureau statistics and compared to St. Croix County, in the greater US 63 corridor area there is a slightly lower rate of housing units (both owner- and renter-occupied) that do not have a personal vehicle available to them. Results for the area are shown in Table B.2-1.

	St. Croix County	US 63 Corridor
Total Occupied Housing Units	23,410	3193
Number Owner Occupied Units	17,885	2481
% Owner Occupied Units with No Vehicle Available	1%	<1%
Number Renter Occupied Units	5,525	712
% Renter Occupied Units with No Vehicle Available	13%	11%

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)

Table B.2-1 Vehicles Available By Occupied Housing Unit Tenure for the Greater US 63 Corridor Area

St. Croix County has designated bicycle routes as well as a long-range bicycle transportation plan. Two routes, County G and County J, are located within the greater US 63 corridor area. According to the long-range plan published in the 2000 St. Croix County Development Management Plan, County E will also be designated as a bicycle route in the future. All three county highways intersect US 63. Figure B.2-2 shows County G, E, and J.

3. Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

The proposed improvements are not intended to change the modes of transportation or traffic levels anticipated for the US 63 corridor area. However, moving the US 63 alignment east of Baldwin will change travel routes. In 2032, traffic volumes through the Village of Baldwin are projected to be 30 percent lower with the preferred alternative than the through town alternative. In addition, truck traffic through Baldwin is projected to be 60 percent lower.

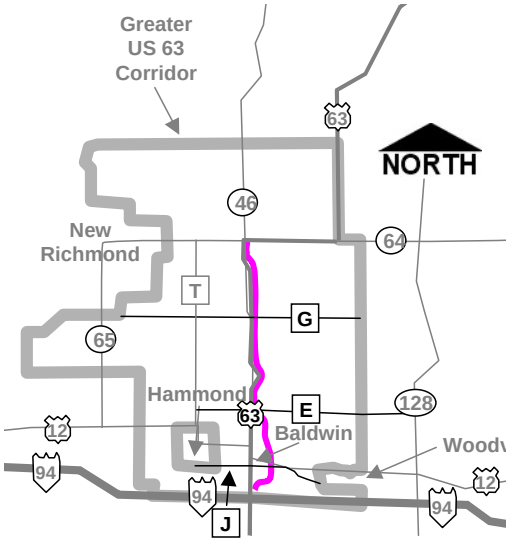

Figure B.2-2 Bike Routes Intersecting US 63 Corridor

4. Briefly discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

This issue is complicated by the fact that the proposed improvements will not be implemented for fifteen years or more. Discussion of the effects that corridor preservation may have on existing and planned land use is covered in the Environmental Issues section beginning on page 51.

Construction of the preferred alternative will have an effect on planned land use in the communities.

Outside the Village of Baldwin, land use primarily consists of farms and rural residential. The 2000

St. Croix County Development Management Plan confirms that future plans maintain these land uses in the US 63 corridor area. The construction of the US 63 East Baldwin Bypass will change the planned land use for the area by converting part of it to a highway. However, if land use controls are implemented, construction of the highway does not have to lead to substantial changes in the land use planned for the area. Within the Village of Baldwin, the preferred alternative will not change existing or planned land uses.

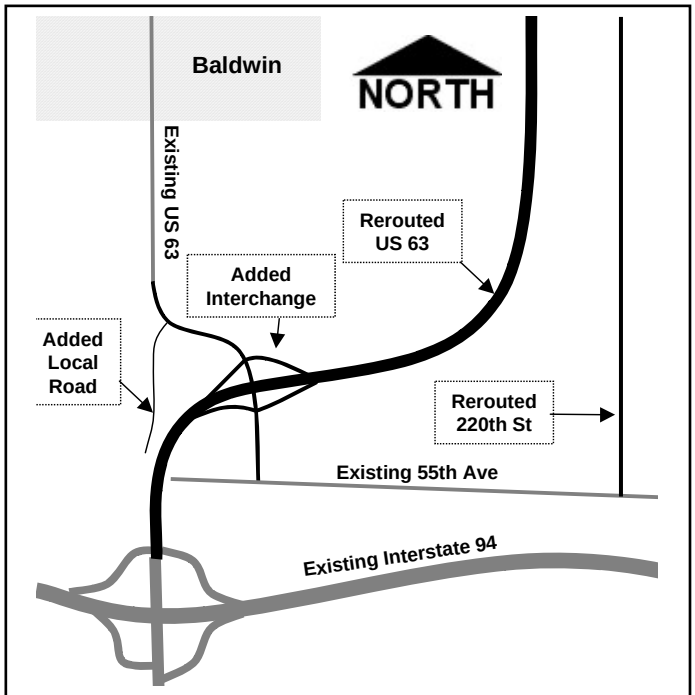

Figure B.6-1 US 63 Changes Near Interstate 94

5. Address any changes to emergency services or other public services during and after construction of the proposed project.

There will be no changes to emergency or other public services in the US 63 corridor area after construction of the proposed alternative. For the southern part of the corridor, US 63 would bypass the Village of Baldwin. Within the Village of Baldwin, access to streets, residences, and businesses will not change for emergency and public services. Outside Baldwin and along the north portion of US 63 corridor, opposing directions of travel lanes will be divided by a grassy median. If needed, emergency services would be able to cross the grassy median. Nonemergency public services would use intersections to access the opposite side of the highway.

6. Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

Physical and access changes are anticipated for both the north and south sections of the proposed US 63 corridor. Changes would result from the following:

- Adding the US 63/55th Avenue interchange
- Realigning US 63 east of Baldwin
- Realigning the portion of US 12 located east of Baldwin
- Realigning US 63 near Pine Lake
- Converting the northern portion of the corridor to a four-lane highway with a median

At the south end of the corridor, near the existing Interstate 94/US 63 interchange, a US 63/55th Avenue interchange would be added. Drivers would no longer access businesses in the area directly from US 63 as they do today. Instead, they would use the US 63/55th Avenue interchange to exit US 63 and access the areas using the local road network. Adding the interchange would result in two business relocations and changes to several lot frontages, business driveways, and side slopes in the area. Lot frontages along the corridor would change as land is acquired by WisDOT for right-of-way. The details of land acquisition will be set later in the design process. However, each resident, business, and/or property owner is eligible for relocation assistance and property compensation according to the Federal Uniform Relocation Act.

Physical and access changes would result from realigning US 63 east of Baldwin. The realignment would result in the following:

- Five residential relocations
- Realignment of 220th Street
- Realignment of the portion of US 12 located east of Baldwin

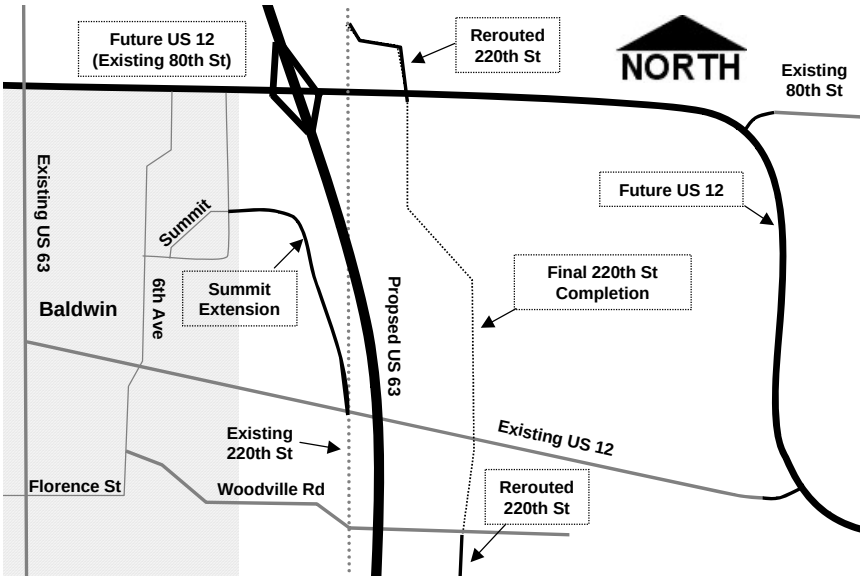

Figure B.6-2 Effects of Realigned US 63

East of the proposed US 63, 220th Street would ultimately be constructed from 55th Avenue to north of existing 80th Street (future US 12). However, Figure B.6-2 shows that initially, 220th Street may be constructed in two parts with a gap in the middle from Woodville Road to existing 80th Street. Figure B.6-2 also shows west of US 63, Summit Street could extend and connect with the existing US 12 corridor at the former 220th Street intersection.

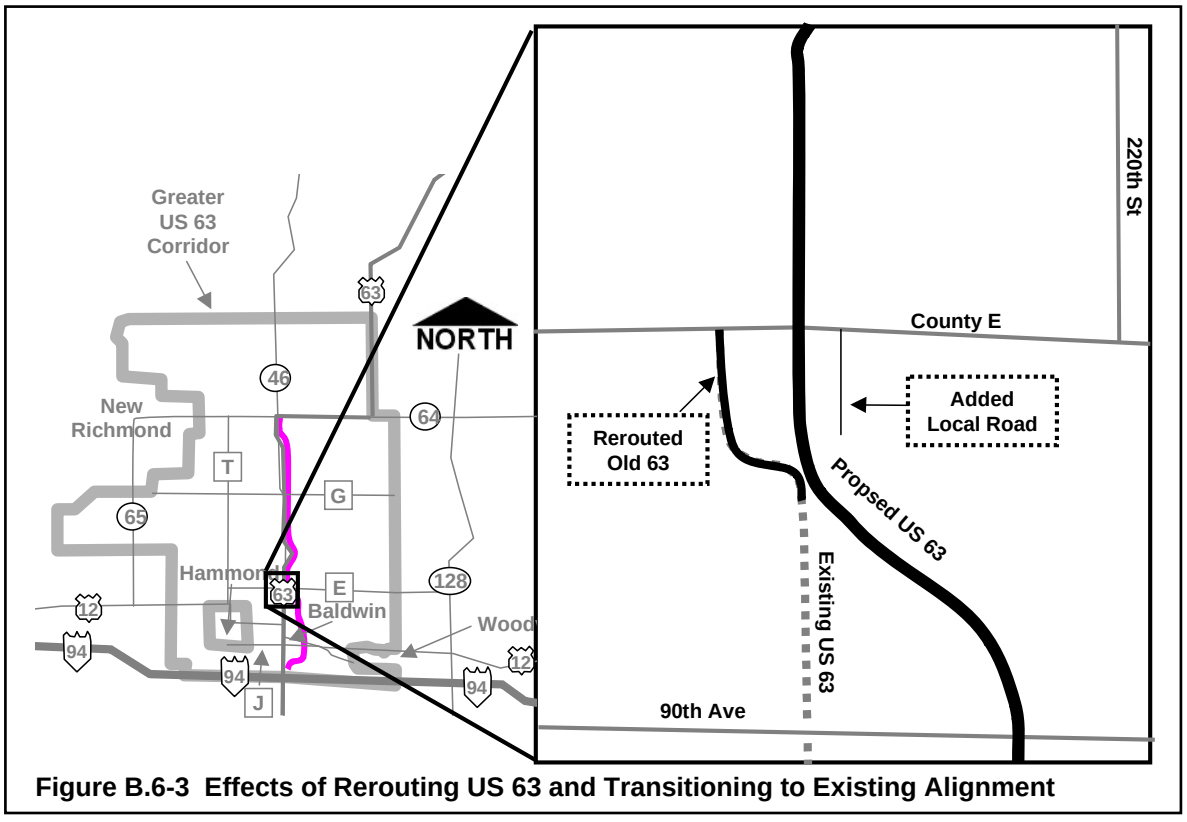

Figure B.6-3 Effects of Rerouting US 63 and Transitioning to Existing Alignment

Farther north, where the proposed US 63 corridor transitions onto the existing corridor, physical and

access changes will occur. The existing US 63 will become a business route, and as Figure B.6-3 shows, its intersection with County E will be moved west of where it exists today. A local road will also be added east of the US 63 corridor to give access to a property that formerly had access directly to US 63. These changes will result in one residential relocation, lot frontage changes, and driveway changes.

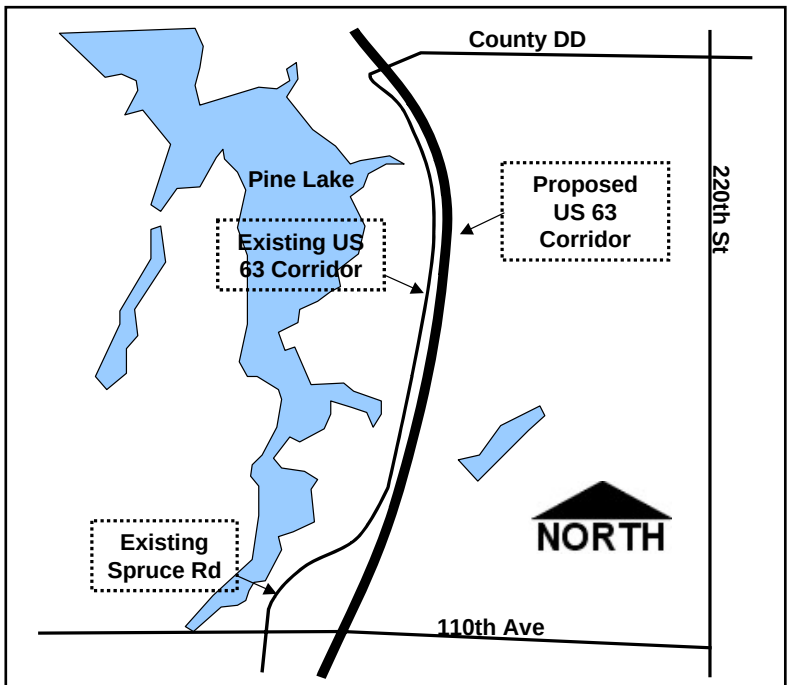

Figure B.6-4 Access Changes Near Pine Lake

Near Pine Lake, the US 63 alignment would be shifted east to avoid the lake's environmentally sensitive areas. Figure B.6-4 shows that a part of the existing US 63 alignment, between County DD and 110th Avenue, would continue to be used as a local road giving access to properties near Pine Lake. These changes would result in one residential relocation, one farm relocation, and changes to several lot frontages.

For the north portion of the corridor (County E to the Four Corners intersection (US 63/WIS 64/WIS 46)), a four-lane highway will be constructed with opposing directions of travel divided by a grassy median. Drivers would use intersections to access the opposite side of the highway instead of being able to turn directly off US 63 like they do today. The highway conversion will result in four residential relocations and three farm relocations. Lot frontages along the corridor would change as land is acquired by WisDOT for right-of-way.

7. Indicate whether a community/ neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

No community facilities will be affected by the preferred alternatives. As a result, no minority or low-income populations will be affected because of affecting a community facility.

8. Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

a. ☐ NO Disabled population is not affected

☒ YES Disabled population is affected – See Environmental Justice Factor Sheet

b. ☐ NO Elderly population is not affected

☒ YES Elderly are affected - See Environmental Justice Factor Sheet

c. ☒ NO Minority populations are not affected

☐ YES Minority populations are affected - See Environmental Justice Factor Sheet

d. ☒ No Low-income populations are not affected

☐ Yes Low income populations are affected - See Environmental Justice Factor Sheet

9. Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Area residents have indicated several issues are important. The issues are:

- Development patterns and pressure
  Several development pattern issues were raised. Residents expressed desire to maintain distinguishable communities, protect farmland from development pressures, and limit the amount of rural residential development and urban sprawl.

- Community economic environment
  In terms of community economic environment, residents expressed desire to maintain healthy economic environments in the communities and maintain business, residential, and farm property values.

- Community cohesion and character
  Residents expressed interest in maintaining the cohesiveness and character of the communities.

- Bicycle and pedestrian accommodation
  Residents expressed concern about bicycle and pedestrian accommodations both in Baldwin and on the town or county roads. In town, people were concerned about accommodations for school children and the elderly.

- Effects on natural environment
  Residents expressed the desire to minimize effects on the natural environment including wetlands and watersheds.

- Effects of traffic
  Several traffic issues were raised. Residents voiced that traffic volumes and speeds through town should be consistent with desired community character. Traffic noise in and outside of town should also be kept to a minimum or else mitigated.

10. Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a. or b. is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

a. ☐ **None -**

b. ☐ **No occupied residential building will be acquired as a result of this project.**

c. ☒ **Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c. is checked, you must complete items 11 through 18.**

	South Section (East of Baldwin)	**North Section**
Single Family Homes – Residence Only	4	5
Single Family Homes on Farms	2	3
Total	6	8

11. Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10 c. above.

Total Number of households to be relocated 14
(Note that this number may be greater than the number shown in 10 c. above because an occupied apartment building may have many households.)

The following numbers are combinations of gathered information and estimates. Ten of the fourteen households were contacted and the following information gathered. For the remaining four households, the following information has been estimated.

i. Number by Ownership

Number of households living in owner-occupied building – 12

Number of households living in rented quarters – 2

ii. Number of households to be relocated that have:

0 –One bedroom households 1 – Two bedroom households

7 - Three bedroom households 6 - Four or more bedroom households

iii. Number of relocated households by type and price range[1] of dwelling

2 - Number of single-family dwellings in the price range of $40,000 - $59,999

2 - Number of single-family dwellings in the price range of $60,000 - $79,999

3 - Number of single-family dwellings in the price range of $80,000 - $99,999

4 - Number of single-family dwellings in the price range of $100,000 - $119,999

1 - Number of single-family dwellings in the price range of $120,000 - $139,999

2 - Number of single-family dwellings in the price range of $140,000 - $159,999

[1]The market price of dwellings has been estimated by multiplying the 2002 assessed value by 1.05 (105% of 2002 assessed value).

12. Describe the relocation potential in the community.

The relocation potential in the community was approximated by reviewing current (Spring 2004) listings and comparing to the estimated displacements. The following table summarizes the findings for the residential market for homes.

Availability* of Townhomes, Condos, Homes								
Market Price (in 1000s)	Number of Bedrooms							
	1		2		3		4+	
	D	A	D	A	D	A	D	A
< $40	-	2	-	0	-	0	-	0
$40-59	-	2	-	0	1	0	1	0
$60-79	-	0	-	0	1	0	1	0
$80-99	-	0	-	0	2	2	1	0
$100-119	-	0	-	4	3	3	1	0
$120-139	-	2	-	17	-	12	1	1
$140-159	-	0	1	17	-	11	1	2
$160-179	-	0	-	7	-	11	-	5
$180-199	-	0	-	1	-	8	-	1
> $200	-	0	-	0	-	33	-	27

Source: realtor.com listings from March 1, 2004

* Availability includes Baldwin, Hammond, Woodville, and Glenwood City areas

D = Number of home and farm displacements

A = Number of available homes

This housing market analysis indicates that there is ample availability of replacement housing stock in each size (number of bedrooms) category, but that for 3- and 4-bedroom homes, the available housing stock tends to be more expensive that the homes being displaced. In cases where there is limited comparable housing available and a resident may need to be relocated to more expensive housing,

replacement housing payments can help by paying the cost differential for up to $25,000. In situations where the cost differential is more than this cap, WisDOT may need to utilize Replacement Housing of Last Resort (see question 17 for a more detailed description).

The following table summarizes the residential rental availability.

Availability of Apartments and Other Rentals								
Monthly Rent	Number of Bedrooms							
	efficiency and 1		2		3		4+	
	D	A	D	A	D	A	D	A
< $300	-	1	-	0	-	0	-	0
$301-400	-	0	1	1	-	0	-	0
$401-500	1	0	-	2	-	0	-	0
$501-600	-	0	-	3	-	1	-	0
$601-700	-	0	-	1	-	1	-	0
$701-800	-	0	-	2	-	0	-	0
> $800	-	0	-	0	-	2	-	1

Source: Classified Ads from The Baldwin Bulletin, Updated February 20, 2004

*Availability includes all those listing in the Baldwin Bulletin

D = Number of displacements from rental housing

A = Number of available rental units

The residential rental analysis indicates there is sufficient rental availability for the displaced 2-bedroom unit tenant(s). The displaced 1-bedroom unit tenant(s) would likely need to be relocated to a 2-bedroom unit. There appears to be ample availability of 2-bedrooms in the comparable price range of the 1-bedroom rental price. Because the majority of displacements are owner-occupied and there seems to be sufficient availability of rental units, the remainder of this factor sheet will focus on availability of homes for owner-occupants.

Because this project will not be implemented for at least 15 years, the housing market is likely to be quite different when the project is in final design and real estate transactions are occurring. A detailed relocation plan will be prepared prior to final design and construction.

a. Number of available dwellings that have:

1 bedroom - 6 2 bedrooms - 46

3 bedrooms - 80 4 or more bedrooms - 36

b. Number of available and comparable dwellings by location

The following number of dwellings are totals available. Not all are comparable for all displaced properties. For information on available and comparable properties, see above table.

57 Number of available dwellings within Baldwin

111 Number of available dwellings within Hammond, Woodville, and Glenwood City

c. Number of available and comparable dwellings by type and price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

See above table for available and comparable properties.

Number of available and comparable single family dwellings in the price range of

Number of available and comparable single family dwellings in the price range of

Number of available and comparable single family dwellings in the price range of

Number of available and comparable multi-family dwellings in the price range of

Number of available and comparable multi-family dwellings in the price range of

Number of available and comparable multi-family dwellings in the price range of

Number of available and comparable apartments in the price range of

Number of available and comparable apartments in the price range of

Number of available and comparable apartments in the price range of

13. Identify all the sources of information used to obtain the data in item 12.

☐ WisDOT Real Estate ☐ Multiple Listing Service (MLS)

☒ Newspaper listing(s) ☒ Other - Identify: Multiple Listing Web Sites

14. Indicate the number households to be relocated that have the following special characteristics:

Number of minority households – None Number of elderly households – 2

Number of households with disabled residents – 2 Number of low Income households - None

Number of households made up of a large family (5 or more individuals) – 1

Number of households for which it is not known whether they have special characteristics – 4

Number of households with no special characteristics - 6

15. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

The acquisition and relocation procedures WisDOT must follow are established by Wisconsin State Law and the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires their purchase and relocation.

All land owners will be compensated the fair market value of their property. WisDOT will enlist the

services of an appraiser who will prepare a value appraisal based upon comparable recent sales in the area. The owner will be presented with an offer based on that appraisal. If the owner feels the offer does not reflect the value of his property, the owner may enlist the services of another appraiser with the reasonable cost of that appraisal being paid for by WisDOT. Once that appraisal is received by WisDOT, adjustments to the offer may be made based on new information and valuations. If an agreement still can not be negotiated between WisDOT and the owner, WisDOT will issue a jurisdictional offer. The owner has 21 days to accept the offer or WisDOT will begin condemnation proceedings. If the owner still feels that he has not been appropriately compensated for his property, he may initiate an appeals process. If he wins the appeal and meets certain requirements, WisDOT will pay legal fees as well as the difference in valuation. While the process seems long, the great majority of WisDOT land acquisitions result in a negotiated settlement between WisDOT and the land owner.

For those occupying the buildings, be they tenants or owners, relocation assistance is also available. The tenant will be assigned a relocation agent early in the process. The relocation agent will aid the tenant in finding a comparable dwelling or business building that meets their needs. The relocation is also able to provide relocation benefits to compensate for the costs of relocation. These benefits can include:

- Moving expenses
- Difference in rent payments (for up to a 4-year period)
- Differences in interest payments (for up to a 4-year period)
- Remodeling costs

Relocation payments are capped at $8,000 for a residential tenant, $25,000 for an owner occupying their residence, $30,000 for business tenant-occupants, and $50,000 for business owner-occupants.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action

As described above, though there is ample availability of replacement housing by size, the available housing tends to be more expensive than the displaced housing. As a result, replacement housing payments may be necessary and it is possible WisDOT may need to use Replacement Housing of Last Resort (see question17 for a more detailed description).

17. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above

☐ No

☒ Yes - Describe services that will be required

Because some of the housing required for the alternatives is much less expensive than available replacement housing, difficulties may arise when trying to relocate tenants to affordable, suitable housing elsewhere in the area. Normally, replacement housing payments are capped at $8,000 for residential tenants and $25,000 for residential owner-occupants. There are federal provisions, however, to exceed these capped amounts to ensure that low-income residential occupants are not made to pay more than 30 percent of their income for housing. If residents are not able to find housing within their affordable means, WisDOT will make up the differential payment between the 30 percent of monthly income and the replacement housing rent or payments for a period of up to four years. This amount can exceed the state

caps. The determination to exceed state caps can be justified either by case-by-case determinations or by a determination that there is little comparable replacement housing available to displaced persons within an entire program or project area. For more information see Wisconsin Chapter Comm 202.01 (20) and Comm 202.68 (9) and U.S. Code of Federal Regulations 49 CFR 24.404 – Replacement Housing of Last Resort.

18. Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

At this time, it is estimated that all displaced occupants will be able to be relocated with replacement housing payments and, if needed, Replacement Housing of Last Resort. It is not anticipated that additional measures will be needed to minimize adverse effects or to provide additional benefits to those being relocated. This need will be re-evaluated closer to the time of acquisition.

Wisconsin Department of Transportation

C - ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (East Alignment) Section 2 - Stage 2 (4-lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from the first Basic Sheet** Not Applicable

1. Describe the economic development or existing business areas affected by the proposed action.

The proposed improvements would directly affect the existing business area located on the north side of the Interstate 94/US 63 interchange. Currently this area consists of convenience stores/gas stations, fast food restaurants, and a hotel.

The proposed improvements would also affect the Village of Baldwin and the business area located at the US 63/WIS 64/WIS 46 intersection.

2. Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.

Within the greater US 63 corridor area, transportation consists primarily of personal motor vehicles (e.g., truck, car). For school-aged children school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides special transportation services (about 43,000 rides annually). Within the village areas, transportation is supplemented by bicycle and walking. A Chicago & Northwestern rail line also exists in the corridor area. The rail corridor runs parallel to the US 12 corridor on the south side. Existing daily traffic volumes in the area, as well as projected future traffic volumes, are shown in Figure C.2-1.

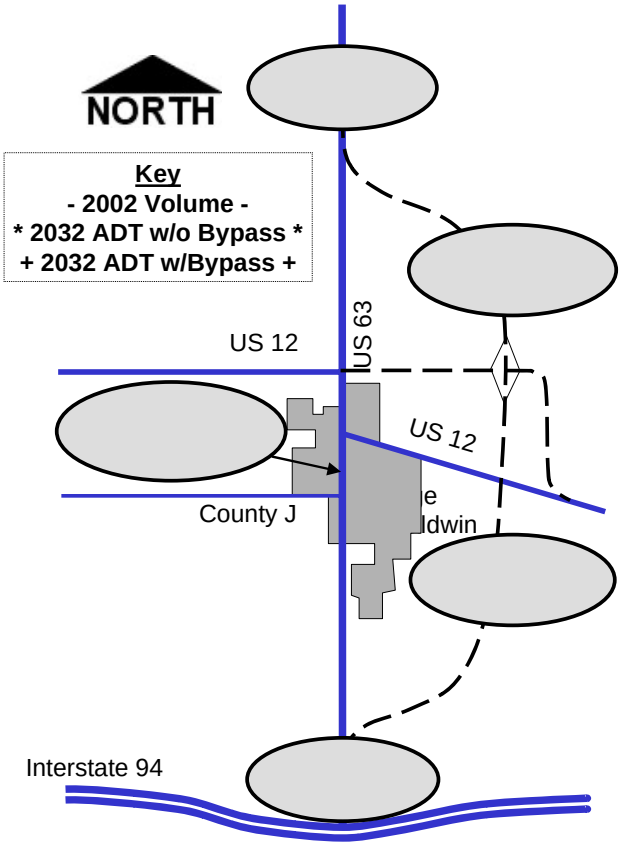

Figure C.2-1 Existing and Projected Traffic

3. Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements

a. ☐ NO Disabled population is not affected

☒ YES Disabled population is affected - See Environmental Justice Factor Sheet

b. ☐ NO Elderly population is not affected

☒ YES Elderly are affected – See Environmental Justice Factor Sheet

c. ☐ NO Minority populations are not affected

☒ YES Minority populations are affected - See Environmental Justice Factor Sheet

d. ☐ NO Low-income populations are not affected

☒ YES Low income populations are affected - See Environmental Justice Factor Sheet

4. Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability.

☐ **The proposed project will have no effect on a transportation-dependent business or industry.**

☒ **The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects that may occur during construction.**

Virtually all of the businesses in the area depend on US 63 for continued economic viability. Two existing businesses would be displaced by the proposed improvements, which is an adverse effect (this count does not include farms that would be affected). The businesses that remain, however, should experience positive effects such as decreased congestion and increased accessibility for customers, and suppliers.

In the southern section of the corridor, businesses will no longer have direct access to regional traffic traveling on US 63. To access the businesses, this traffic would exit onto Business US 63 at the 55th Avenue or US 12 interchanges. The realignment would also affect the visibility of some businesses along the corridor, which may reduce the amount of impulse patronage that these businesses experience.

5. Estimate the number of businesses and jobs that would be created or displaced because of the project.

a. 38 jobs created over a four year period would be created due to construction ☐ **None**

Number created by type including number of jobs

Retail businesses created	None	Retail jobs created	None
Service businesses created	None	Service jobs created	None
Wholesale businesses created	None	Wholesale jobs created	None
Manufacturing businesses created	None	Manufacturing jobs created	38

b. Total number displaced - 2 businesses ☐ **None**

Number displaced by type and number of jobs

Retail businesses displaced	None	Retail jobs displaced	None
Service businesses displaced	1 - Hardees	Service jobs displaced	40
Retail/Service businesses displaced	1 – Pearson Orchard	Retail/Service jobs displaced	Unknown
Wholesale businesses displaced	None	Wholesale jobs displaced	None
Manufacturing businesses displaced	None	Manufacturing jobs displaced	None

6. Identify any special characteristics of the created or displaced businesses or their employees.

a. Number of created businesses by special characteristics: ☒ **None**

Number of created businesses that will employ elderly
serve elderly

Number of created businesses that will employ disabled
serve disabled

Number of created businesses that will employ low-income people
serve low-income people

Number of created businesses that will employ a minority population
serve a minority

b. Number of displaced businesses by special characteristics: 1 known, 1 unknown ☐ **None**

Number of displaced businesses that employ elderly 1
serve elderly 1

Number of displaced businesses that employ disabled	1
serve disabled	1
Number of displaced businesses that employ low-income people	1
serve low-income people	1
Number of displaced businesses that employ minority population	1
serve a minority	1

7. Is Special Relocation Assistance Needed?

☒ No
☐ Yes - Describe special relocation needs

8. Describe the business relocation potential in the community.

There are two businesses being relocated, one a fast food restaurant and one a farm store associated with an orchard. A review of the listings in the immediate Baldwin area show that there are no comparable existing buildings that are readily available to relocate the fast food establishment. Fast food establishments have specific processing and seating requirements that are difficult to fulfill in an existing building. When this establishment needs to be relocated (15 years into the future) WisDOT real estate staff will work with the business owners to develop a suitable replacement location.

The second business is a farm store associated with an adjacent orchard on the outskirts of the City of Baldwin. The corridor would remove much of the orchard associated with the farm store. The owner is now currently pursuing the redevelopment of the property into a more intensive land use. The owner is coordinating development layout with WisDOT corridor plans. If this business remains as is, it will be a specialty use that will be difficult to replace within the Baldwin area. When and if this establishment needs to be relocated (15 years into the future), WisDOT will assign a relocation agent. That agent will interact with the owner to investigate options, which could include a regional search to find a suitable property.

Because this project will be implemented up to 15 years or more in the future, a conceptual stage relocation plan was not prepared. A plan prepared today would have limited value at the time of construction. The status of the properties being acquired, the needs of those being relocated, and the area market will be quite different in 15 years than they are now. A relocation plan will be prepared in the future prior to any businesses being acquired.

a. Total number of available business buildings in the community

b. Number of available and comparable business buildings by location

Number of available and comparable business buildings within

Number of available and comparable business buildings within

Number of available and comparable business buildings within

c. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi-business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

9. Identify all the sources of information used to obtain the data in item 8.

☐ WisDOT Real Estate ☐ Multiple Listing Service (MLS)

☐ Newspaper listing(s) ☐ Other - Identify:

10. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

The acquisition and relocation procedures WisDOT must follow are established by Wisconsin State Law and the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires their property purchase and relocation.

All land owners will be compensated the fair market value of their property. WisDOT will enlist the services of an appraiser who will prepare a value appraisal based upon recent sales in the area. The owner will be presented with an offer based on that appraisal. If the owner feels the offer does not reflect the value of his property, the owner may enlist the services of another appraiser with the reasonable cost of that appraisal being paid for by WisDOT. Once that appraisal is received by WisDOT, the WisDOT may make adjustments to the offer based on new information and valuations. If an agreement still can not be negotiated between WisDOT and the owner, WisDOT will issue a jurisdictional offer. The owner has 21 days to accept the offer or WisDOT will begin condemnation proceedings. If the owner still feels that he has not been appropriately compensated for his property, he may initiate an appeals process. If he wins the appeal and meets certain requirements, WisDOT will pay legal fees as well as the difference in valuation. While the process seems long, the great majority of WisDOT land acquisitions result in a negotiated settlement between WisDOT and the land owner.

For those occupying the buildings, be they tenants or owners, relocation assistance is also available. The tenant will be assigned a relocation agent early in the process. The relocation agent will aid the tenant in finding a comparable dwelling or business building that meets their needs. The relocation is also able to provide relocation benefits to compensate for the costs of relocation. These benefits can include:

- Moving expenses
- Difference in rent payments (for up to a 2-year period)
- Differences in interest payments
- Remodeling costs

Relocation payments are capped at $8,000 for a residential tenant, $25,000 for an owner occupying their residence, $30,000 for business tenant-occupants, and $50,000 for a business.

11. Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

As mentioned, both of the businesses being acquired will need special attention to meet their specific needs. Relocating the fast food establishment may involve constructing a new facility on a suitable lot location.

Relocating the orchard probably will not be a concern because the land use of the property is likely to change in the near future. If the property remains an orchard, WisDOT will discuss options with the owner. If the owner desires, WisDOT will perform a regional search to find a suitable property.

12. Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

No additional measures.

13. Generally describe both the beneficial and adverse effects accruing to:

a. The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The proposed US 63 improvements would seek to balance community access and regional mobility. Three of the existing businesses would be displaced by the proposed improvements, which is an adverse effect. The area in general, however, should experience positive effects such as decreased congestion, increased accessibility for customers and suppliers, etc., and improved transportation safety in the corridor. The proposed improvements would also provide a better link between Interstate 94 and other Corridors 2020 routes to the north.

In the southern section of the corridor, businesses will no longer have direct access to regional traffic traveling on US 63. This traffic would exit onto the business US 63 at the 55th Avenue or US 12 interchanges to access the businesses. The realignment would also affect the visibility of businesses along the corridor, which may reduce the amount of impulse patronage that the area experiences.

The northern portion of the corridor could become more attractive for economic development and existing businesses because the safety and efficiency of the US 63 corridor will improve.

Business people identified the following factors as important or controversial:

- Development patterns and pressure
  Businesses expressed desire to maintain distinguishable communities and protect farmland from development pressures.

- Community economic environment
  In terms of community economic environment, businesses expressed desire to maintain healthy economic environments in the communities and maintain business and farm property values.

- Community cohesion and character
  Businesses expressed interest in maintaining the cohesiveness and character of the communities.

- Effects on natural environment
  Businesses expressed desire to minimize effects on the natural environment including wetlands and watersheds.

b. The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

Although two existing businesses would be displaced by the proposed improvements, the area in general should experience positive effects such as decreased congestion, increased accessibility for customers and suppliers, and improved transportation safety in the corridor. These effects are positive for area employees and improve the employment potential by attracting new development. The proposed US 63 improvements would seek to balance community access and regional mobility. The proposed improvements would also provide a better link between Interstate 94 and other Corridors 2020 routes to the north.

In the southern section of the corridor, businesses will no longer have direct access to regional traffic traveling on US 63. This traffic would exit onto the business US 63 at the 55th Avenue or US 12 interchanges to access the businesses. The realignment could also affect the visibility of businesses along the corridor, which may reduce the amount of impulse patronage that the area experiences. In the near-term, this could have a slight effect on retail employment potential in the area, however, long-term benefits are likely to outweigh the short term effects.

The northern portion of the corridor could become more attractive for economic development and existing businesses because the safety and efficiency of the US 63 corridor will improve. These are positive effects on existing employees and employment potential.

Minority and low-income population employees and businesses should not be adversely affected by the proposed improvements any more than the remaining population categories.

D - AGRICULTURAL IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (East Alignment)

Section 2 - Stage 2 (4-lane limited access highway)

Preferred: Yes

Portion of project this sheet is evaluating if different from first Basic Sheet N/A .

Type of Land Acquired From Farm Operations	Type of Acquisition				Total Area Acquired	
	Area Acquired In Fee Simple (Acres)		Area Acquired By Easement (Acres)			
	Section 1	Section 2	Section 1	Section 2	Section 1	Section 2
Crop land and pasture	169	195	0	0	169	195
Woodland	0	4	0	0	0	4
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	26	17	0	0	26	17
TOTAL	195	216	0	0	195	216

1) Indicate the number of farms operations from which land will be acquired.

Total Number of Farm Operations from which land will be acquired Section 1 –14, Section 2 - 30

a) Number of Farm Operations from which 1 acre or less will be acquired. 2/6

b) Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired. Section 1 – 4, Section 2 - 16

c) Number of Farm Operations from which more than 5 acres will be acquired. Section 1 – 8, Section 2 - 8

Because construction the preferred corridor alternative is not likely to be constructed for at least 15 years, some aspects of the agricultural impacts were not fully evaluated as part of this document. See Basic Sheet 7 – Early Coordination with Agencies for a summary of the correspondence between the study team and the Department of Agriculture, Trade, and Consumer Protection regarding evaluation of agricultural impacts.

2) Identify and describe the effects to farm operations because of land lost due to the project.

☐ **Does not apply**

The largest effect on farming operations would be the loss of crop and pasture land. There would be changes in access for some farms, and some severances would also occur. Because land management in the area is changing on a yearly basis, it is difficult to predict how different parcels will be managed and what operations they will be part of 15 years from now. These effects will be evaluated in an Agricultural Impact Statement that will be prepared prior to project implementation.

During corridor preservation activities, it is likely that the land will continue to be managed and farmed as

it currently is.

3) Describe changes in access to farm operations caused by proposed action.

☐ **Does not apply**

In the south section (Section 1) of the study corridor changes in access to farm operations as a result of Alternative 4 were minimized by following existing property lines as much as possible. It is anticipated that four farms would have changes in access made to their land. Three of the farm operators would need to travel an additional 0.5 miles or less between portions of the property separated by the proposed highway. One of the access changes would result in about 1.5 miles of additional travel.

In the north section (Section 2) the Stage 2 improvement would construct an "expressway-type" facility with some at-grade intersections. Farm equipment would still be permitted to access fields adjacent to US 63 from the highway. Because the proposed improvement is on-alignment the changes in access are minimal.

Location	Original Farm Size (acres)	Size of Severence (acres)	Access to severence?
Section 1 (South)	390	87	Yes
	195	18	Yes
	451	80	Yes
	66	26	No
	37	1.9	No
	38	2.5	Yes
Section 2 (North)	597	40	Yes

Table D.4-1 Farm Severances

4) Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and the size of any remnant parcels).

☐ **Does not apply**

In the south section (Section 1) of the study corridor there are 6 farm operations that are anticipated to have a portion of their land severed by the proposed improvement. The proposed improvement for the north section would sever 1 operation. The size of the original farm and of the severed portion is listed in Table D.4-1. Land that is severed by the proposed improvements and cannot be provided access would be purchased as part of the right-of-way acquisition process.

5) Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements, e.g., barns, silos, stock watering ponds, irrigation wells, etc. As appropriate, address the location, type, condition and importance to the farm operation.

☐ **Does not apply**

In the south section (Section 1) of the project corridor two farm buildings would be acquired or relocated. In the north section (Section 2) 1 farm building would be acquired or relocated. A detailed analysis of the buildings and the roles they play in the overall farms' operations was not completed as part of this document. Further evaluation will occur when an Agricultural Impact Statement is prepared prior to implementation.

6) Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and

proposed location of any cattle/equipment pass or crossing:

☒ **Does not apply**

☐ **Replacement of an existing cattle/equipment pass or crossing is not planned. Explain**

☐ **Cattle/equipment pass or crossing will be replaced**

☐ **Replacement will occur at same location**

☐ **Cattle/equipment pass or crossing will be relocated. Describe**

No cattle crossings exist along the corridor. A detailed analysis of cattle and/or equipment passes or crossings was not completed as part of this document.

7) Describe the effects generated by the obliteration of the old roadway.

☒ **Does not apply**

In Section 1 of the project corridor the existing roadway will remain in use. In Section 2, the existing roadway will be used as one of the two sets of travel lanes.

8) Identify and describe any proposed changes in the land use or secondary development that will affect farm operations that relate to the development of this project.

☐ **Does not apply**

In Section 1 (south) of the project corridor approximately 169 acres of cultivated land will be converted to highway right-of-way. The preferred alternative is not expected to be constructed for at least fifteen years. Population growth and development patterns in and around the Village of Baldwin suggest that much of the cultivated land east of the Village will be developed in to commercial and residential property prior to construction of the preferred alternative. The only secondary effect anticipated as a result of the highway improvement is expected to occur adjacent to the proposed interchange at US 63 and 80th Avenue (the future US 12). In this area some highway commercial or light industrial may develop in anticipation of the proposed highway project.

In Section 2 approximately 195 acres of cultivated land will be converted to highway right-of-way. Secondary development that may be expected would include rural residential developments consistent with current trends in St. Croix County. Some agricultural land can be expected to be sold as moderate sized lots served by water wells and septic tanks.

9) Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial.

☒ **No effects indicated by farm operator or owner**.

Further evaluation will be necessary for the Agricultural Impact Statement that will be completed prior to project implementation.

**Indicate whether minority population or low-income population farm owners, operators, or workers will be affected
by the proposal. (Include migrant workers if appropriate.)**

☒ **No effects will accrue to farm owners, operators or workers from minority populations or low-income populations**

☐ **Yes - Discuss**

A detailed analysis of minority population or low-income population farm owners, operators, or workers was not completed as part of this document. However, as indicated by the census blocks discussion on Factor Sheet E, this area is not known to have large minority or low income populations. The project is anticipated to have impacts on minority and low income farm owners in the same proportion to other farm owners and farm operators.

10) Describe measures to minimize adverse effects or enhance benefits.

In Section 1 of the project corridor the preferred alternative alignment runs parallel to existing roads and along existing property lines as much as possible. This helps to minimize the impacts on farming operations. The alignment is on the east side of Baldwin in part because the farmland is of a lower quality than the land west of the Village.

In Section 2 the preferred alternative is an on-alignment improvement. This minimizes impacts on farming operations.

Wisconsin Department of Transportation

F - WETLANDS IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (East Alignment) Section 2 - Stage 2 (4-lane limited access highway) **Is this the Preferred Alternative?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other.

Typical construction techniques would include removing topsoil and vegetation, grading to approximate contour, and installing drainage structures and roadway as needed. Correspondingly, some filling in wetlands would occur. Care would be used in avoiding impacts to additional or adjacent wetlands where possible. The wetland locations are described in the next question.

2. Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available.

The following information is summarized from project-specific corridor reviews using various mapping sources and windshield surveys to approximate and describe these areas. The approximate location and types of wetlands identified from a collective on- and off-site review is provided with question 10. The wetlands are typical of those in a rural agricultural environment. A field review and delineation will be necessary during final design to determine actual impacts.

Figure F.2-1 schematically shows the US 63 corridor and major, adjacent, associated wetlands.

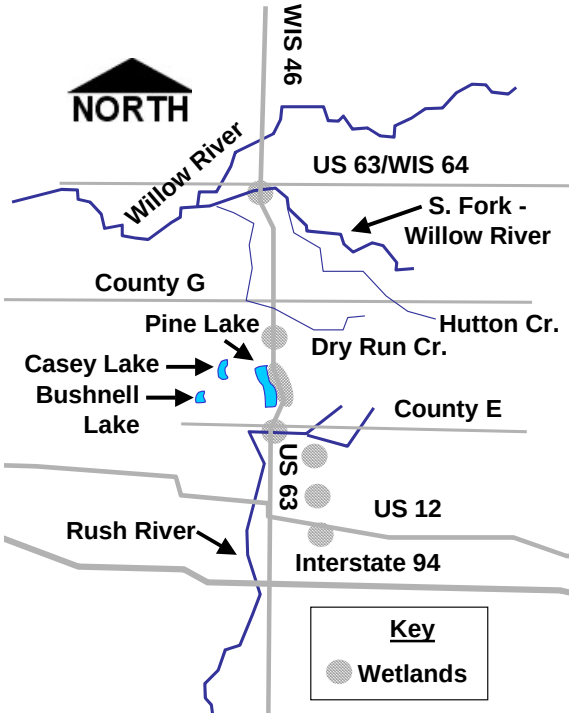

Figure F.2-1 Wetlands in the Proposed US 63 Corridor Area

Because of the intense agricultural use in the area, the wetlands in the southern portion of the corridor (Section 1) are not of high quality and consist primarily of wet pastures and wetlands associated with drainageways. These include:

- Channel and wetlands adjacent to the Rush River
- Wetland adjacent to an intermittent, unnamed tributary of the Rush River
- Unnamed, isolated wetlands

As shown in Figure F.2-2, most of the wetlands in the south section (Section1) are associated with tributaries.

In the northern section of the US 63 corridor (Section 2), US 63/WIS 64 intersection to County E, the major wetlands exist in the areas shown in Figure F.2-3. These wetlands tend to be adjacent to major

water bodies and separated from agricultural uses. Because of this separation the wetlands are of better (moderate) quality. Also, because these wetlands are close to major waterbodies, they will be generally unaffected by construction of the preferred alternative. The preferred alternative alignment avoids water bodies, yet crosses some tributaries to these wetland areas.

Wetlands in the northern portion of the US 63 corridor include:

- Wetland adjacent to the South Fork of the Upper Willow River
- Depression wetland within the northern portion of the Pine Lake environmental corridor
- Wetland adjacent to Pine Lake

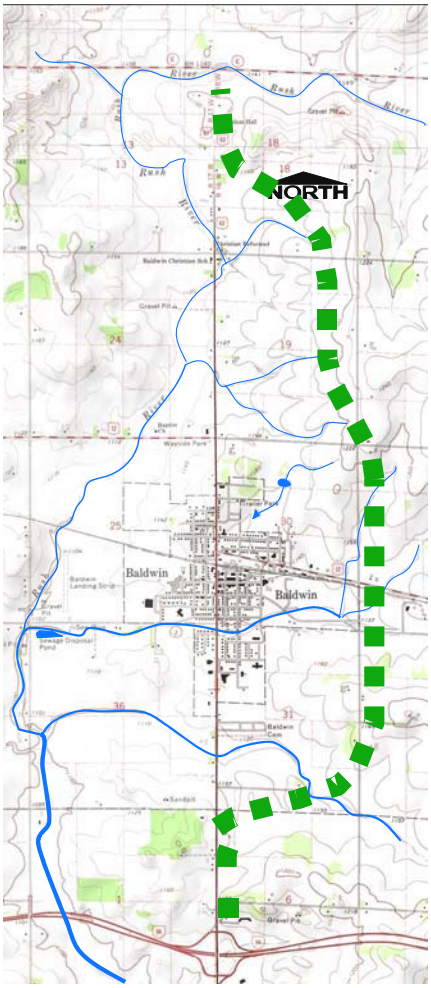

Figure F.2-2 Wetlands in the Proposed US 63 Corridor Area - Section 1

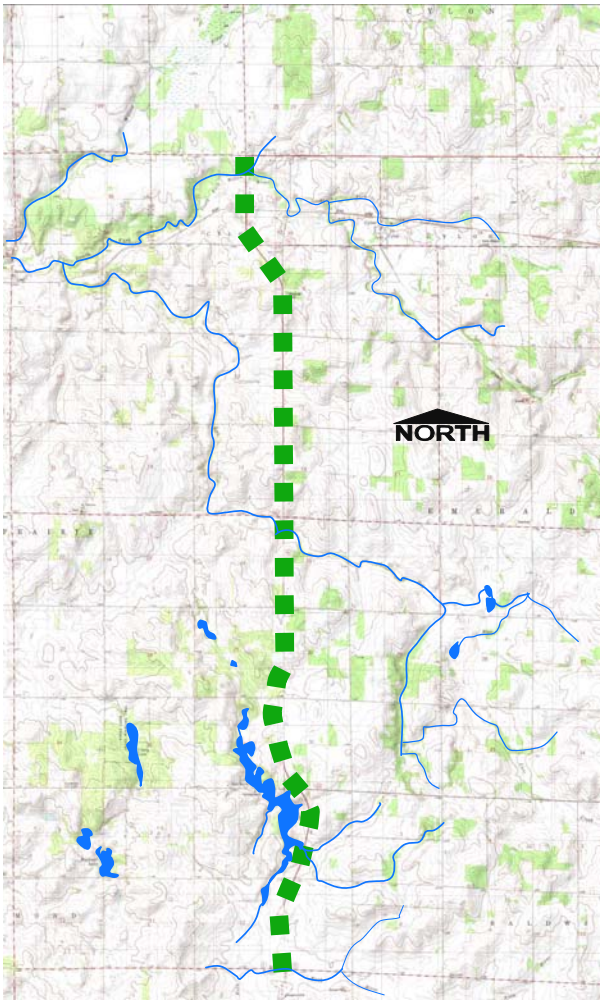

Figure F.2-3 Wetlands in the Proposed US 63 Corridor Area - Section 2

3. These wetlands are:

☒ Isolated from stream, lake or other water body (e.g., perched wetland) – in various agricultural areas.

☒ Adjacent (within 5-year floodplain) to a stream thread – adjacent to drainage ways and an unnamed tributary of the Rush River (T29N R16W).

☒ Contiguous (in contact) with a stream, lake, or other water body - South Fork of the Willow River, Rush River, Pine Lake

Identify corresponding stream, lake, or other water body by name or town-range location: Stated above.

NOTE: If wetland is contiguous or adjacent to a stream, complete Streams Factor Sheet. If wetland is contiguous to a lake or other water body, complete Water bodies Factor Sheet.

4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List should include both permanent and seasonal residents).

Expected waterfowl and wildlife inhabiting or dependent on the wetlands are typical of the species within the agricultural and prairie regions of Wisconsin and Minnesota. These typically include deer, beaver, muskrat, reptiles, amphibians, insects and other invertebrates, ducks, geese, pheasant, quail, and woodcock. Northern woodlands adjacent to lakes harbor additional woodland species such as raccoons, opossums, grouse, fox, bear, and others.

5. Are there any known endangered or threatened species affected by the project?

☒ No - per DNR coordination and Internet database searches.

☐ Yes Identify the species and indicate whether it is on Federal or State lists.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

6. FHWA Wetland Policy

☐ Not Applicable - Explain

☒ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

Individual wetland finding would apply. Because the wetlands that are anticipated to be affected are not of high quality and have not been documented or expected to contain rare or protected species, normal processing would be expected. Project reviews and agency opinions to date support this expectation. Field reviews with agencies indicated that there are not substantial wetlands requiring avoidance. Wetland impact minimization will be employed.

In the south section of the corridor, wetland avoidance is impractical. To avoid wetlands at linear crossings an intersections would require the construction of an additional 1 1/4 mile of highway costing approximately 5 million dollars and additional severance of a considerable number of farms and property parcels. The cost estimate is based on the proposed 5.5-mile section costing approximately 22 million dollars. In the northern portion of the project corridor, wetland avoidance is also impractical. It would require moving the alternative off the existing alignment and/or building a structure, such as a bridge over the minor or small wetlands. Changing the alignment would result in additional monetary costs, residential relocations, other environmental impacts, and additional property severances.

☐ Statewide Wetland Finding NOTE: *All must be checked for the Statewide Wetland Finding to apply.*

☐ Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.

☐ The project requires the use of 3 hectares (7.4 acres) or less of wetlands.

☐ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

7. Erosion control or storm water management measures that will be used to protect the wetland are shown on either or both the Erosion Factor Sheet or the Stormwater Factor Sheet:

☒ Yes ☐ No - Briefly Describe measures to be used

8. Section 404 Permit ☐ **Not Applicable - No fill to be placed in wetlands**

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled: 6 - 10 Acres (2.5 - 4 Hectares)

☒ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404
Indicate which GP or LOP required
☐ Non-Reporting GP ☐ Provisional GP

☐ Provisional LOP ☐ Programmatic GP

9. Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

☒ Not Applicable

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:

☒ Not applicable at this time

Status of PCN

USACE has made the following determination on (Date) ☒ Not applicable at this time

USACE is in the process of review, anticipated date of determination is: (Date)
☒ Not applicable at this time

10. Identify wetland type(s) that will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System.

a. Approximate areas of wetlands filled or converted by type.

Location	**Wetland Type (WWI)**	**WisDOT Wetland Bank Type**	**Area of Wetland converted**
S. Fork of Willow River (Sta. 850+80 to 850+40) West of US 63	S3 (Scrub, broad-leaved deciduous) E1K (Emergent/wet meadow, persistent, wet soil, palustrine)	SS (Shrub Swamp, Shrub carr, Alder thicket) M (Wet Meadow)	~0.8 acres (0.32 ha)
East of US 63	T3K (Forested, broad-leaved deciduous) S3K (Scrub, broad-leaved deciduous, wet soil, palustrine)	RPF (Riparian wetland (wooded)) SS	~0.8 acres (0.32 ha)
Between Dry Run Creek and Pine Lake (Sta. 550+80 to 550+50) West of US 63 only	E1K	M	~0.6 acres (0.24 ha)
Adjacent to Pine Lake (Sta. 500+20 to 490+50) East of US 63 only	E1K T3	M RPE/RPF	~1.3 acres (0.50 ha)
Rush River at County E (Sta. 380+00 to 370+80)	Wetland less than 2 acres – Unmapped ElKa/channel	RPE (Riparian wetland (emergent)	~0.25 acres (0.10 ha)
Unnamed tributary of Rush River (Sta. 330+00 to 320+50)	E1Kg (Emergent/wet meadow, persistent, wet soil, palustrine, grazed)	M	~2.4 acres (0.97 ha)
Perched wetland North of US 12 (Sta. 280+10 to 270+90)	E1Kg	M	~1.0 acre (0.42 ha)
US 12 – East of 220th Street (Sta. 220+10 to 210+40)	S3K E1K E1Kg	SS M M	~5.0 acres (2.0 ha)

11. Wetland Mitigation (NOTE: Avoidance, minimization, or mitigation is required.)

a. Wetland Avoidance

i. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.

Highway improvements will be constructed on alignment to the extent possible, shifting between the left and right side of the existing alignment to avoid wetland areas. Around Baldwin, the alignment would be relocated east of 220th Street, avoiding a larger wetland or parkland type areas. The proposed alignment will be further refined during the design phase to avoid additional wetland areas to the extent possible.

ii. Indicate the total area of wetlands avoided

About 2 acres of wetlands would be avoided by constructing the proposed alignment.

b. Minimize the amount of wetlands affected

i. Describe methods used to minimize the use of wetlands, such as a steep up of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.

During the design phase efforts will be made to minimize wetland takings by steepening slopes and possibly reducing median widths. Additional measures will be investigated.

ii. Indicate the total area of wetlands saved through minimization (Hectares) **Acres**

Will be determined during the design phase.

c. Compensation for unavoidable loss

i. Is compensation of unavoidable wetland loss required?

☒ **Yes** ☐ **No**

ii. Describe efforts to replace unavoidable wetland loss

Unavoidable wetlands would be replaced through the use of an on-site wetland mitigation area. If not possible, the acreage will be debited from a WisDOT wetland bank. Because the corridor preservation is occurring far in advance of the project, there is an opportunity to mitigate wetland losses before the losses occur.

Note: If type and amount of compensation is known, complete item d. on following page.

d. Type and amount of compensation

☒ **On-Site Replacement- Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project.**

Wetland type of on-site replacement As needed. The agricultural nature of area is conducive

to on-site replacement.

Total area of on-site replacement Acres (Hectares)

☒ **Near-Site or Off-site Replacement - Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.**

Wetland type of off-site replacement As needed. Agricultural nature of area is conducive to on-site replacement.

Total area of off-site replacement _ Acres (_Hectares)

☐ **No near or off-site replacement - Describe reasons no near or off-site opportunities were found.**

☒ **Wetland Mitigation Bank Site - A wetland compensation site containing wetland credit areas and types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.**

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Wetland type of bank-site replacement As needed.

Total area of bank-site replacement _ Acres (_Hectares)

Describe decision process used to determine the use of the bank-site and provide any coordination documentation with regulatory or resource agencies.

Wisconsin Department of Transportation

G - STREAMS AND FLOODPLAINS IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (Baldwin East Bypass) Section 2 - Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Name of Stream	Rush River	South Fork of the Upper Willow River
2. Location of Stream	St. Croix County T29N R16-17W	St. Croix County T31N R16W
3. Stream Type **Indicate Stream Class if Known**	☐ Unknown ☒ Warm water ☐ Trout-Class ☐ Wild and Scenic River	☐ Unknown ☐ Warm water ☒ Trout-Class ☐ Wild and Scenic River
4. Size of upstream Watershed Area	290 mi^2 (Rush River) ☒ Permanent Flow (year-round) ☐ Temporary Flow (dry part of year)	183.67 mi^2 (Upper Willow River) ☒ Permanent Flow (year-round) ☐ Temporary Flow (dry part of year)
5. Stream Characteristics **a. Substrate**	☐ Sand ☒ Silt ☐ Clay ☐ Cobbles ☐ Other-describe:	☐ Sand ☒ Silt ☐ Clay ☐ Cobbles ☐ Other-describe:
b. Average Water Depth	6 – 12 inches	1-2 feet
c. Vegetation in Stream	☐ Absent ☒ Present - If known describe: Emergent and grassy banks	☐ Absent ☒ Present - If known describe: limited emergents, grass and shrubs on ditch bank
d. Identify Fish Species Present	Forage minnows, rough fish species, and some pan fish	Limited coldwater fishery. Mainly dominated by forage minnows, pan fish, and suckers. Likely winterkills in associated basins.
e. If water quality data is available, include this information (e.g. DNR or local discharger might have such records).	Moderate Quality. Downstream of the project location, DNR lists the Rush River as an exceptional resource water from river mile 4.8 to 28.2. According to the US EPA Enviromapper for Watersheds, the Rush River is identified as having "More serious water quality problems – high vulnerability."	The Willow River is listed as an impaired stream downstream of the project location, from river mile 13.5 to 15, under Section 303(d) of the Clean Water Act. The water quality impairment is due primarily to organic enrichment and low dissolved oxygen. According to the US EPA Enviromapper for Watersheds, the Upper Willow River is identified as having "Less serious water quality problems – high vulnerability."

6. Are there any known endangered or threatened species affected by the project?

☒ No - per DNR coordination and Internet database searches.

☐ Yes Identify the species and indicate whether it is on Federal or State lists.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

7. If bridge replacement, are migratory bird nests present? NA

☐ No

☐ Yes – Identify Bird Species present Estimated number of nests is:

Rush River – Not Applicable

South Fork of Upper Willow River - Not Evaluated

8. Is a U.S. Fish & Wildlife Depredation Permit required to remove migratory bird nests?
☐ Not Applicable ☐ Yes ☐ No - Describe mitigative measures

Not Evaluated. Evaluation will occur prior to implementation

9. Describe land adjacent to stream. If wetland, give type.

In St. Croix County, the land adjacent to the Rush River is primarily agricultural. Tributaries of the Rush River also run through the Village of Baldwin.

In the project area, the land adjacent to the South Fork of the Willow River is floodplain forest wetlands. The wetland is classified as:

- S3/E1K (Scrub, shrub broad-leaf deciduous/Emergent persistent wet soil, Palustrine) west of the preferred alternative.
- T3/S3K (Forested broad-leaf deciduous/Scrub, shrub broad-leaf deciduous wet soil, Palustrine) east of the preferred alternative.

10. Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site.

There are no known point source dischargers or receivers on the streams within 1/2 miles (0.8 km) of the project site.

11. Section 404 Permit ☐ Not Applicable - No fill to be placed in wetlands

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled: 6 - 10 Acres (2.5 - 4 Hectares)

☒ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404
Indicate which GP or LOP required
☐ Non-Reporting GP ☐ Provisional GP

☐ Provisional LOP ☐ Programmatic GP

12. Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

☒ Not Applicable

Identify which Nationwide Section 404 Permit is required

Either an individual permit, a General Permit GP001-WI, or a letter or permission.

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:

☒ Not applicable at this time

Status of PCN

USACE has made the following determination on (Date) ☒ Not applicable at this time

USACE is in the process of review, anticipated date of determination is: (Date)
☒ Not applicable at this time

13. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment. (Note: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal)

A. Rush River

At the current US 63 Rush River crossing, the Rush River passes beneath US 63 through culverts. Proposed work includes extending the culverts under the second set of lanes, placing fill on top of the culverts, and paving the roadway. The work would be done as a crossing encroachment within the 100-year floodplain.

B. South Fork of the Willow River

At the current US 63 South Fork of the Willow River crossing, US 63 crosses the river by bridge. Proposed work in the area includes constructing a second two-lane bridge as a crossing encroachment

within the 100-year floodplain. Bridge construction includes placing fill up to the bridge, constructing abutments, and constructing the deck.

14. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

For FEMA floodplain areas, the existing backwater condition, per DNR/DOT cooperative agreements, would be improved or maintained by the proposed structures. This is consistent with state and local zoning.

15. Describe and provide the results of coordination with any floodplain zoning authority.

FEMA floodplain maps were used in reference to the proposed project area and the project falls within 100-year and 500-year floodplains. Based on this information, the project would design variations to avoid and minimize impacts to the surrounding environment.

16. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?:

☒ **No impacts would occur**. Within the floodplains, this project is an expansion of the existing roadway. Mitigative precautions and plans will seek to minimize floodplain, habitat, and species specific impacts.

☐ **Significant interruption or termination of emergency vehicle service or a community's only evacuation route**

☐ **Significant flooding with a potential for property loss and a hazard to life**

☐ **Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.**

17. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

The project corridor crosses the 100-year floodplain for both the Rush River and the South Fork of the Upper Willow River. Within the Rush River 100-year floodplain, existing and planned land use is agricultural. Within the South Fork of the Willow River 100-year floodplain, land use consists primarily of a wooded area bordered by agricultural land. The proposed project would require land from these areas but on the whole is not anticipated to affect the uses existing in these areas.

18. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream.

Both during and after construction, water quality may be affected by an increase in erosion and stormwater runoff because of an increase in impervious area. However, best management practices will be implemented according to all governing ordinances and policies both during the construction phase and for long term, resulting in little-to-no effect. Because the highway already exists, little effect is anticipated on plants, animals, and fish in the area. Salt spray from traffic may influence the presence of

tree and shrub species near the roadway. Salt tolerant species should be used in restoration or landscaping plans as needed.

19. Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Construction within the streams and floodplains will be minimized. Where construction is necessary, standard WisDOT erosion control methods will also be used during construction as per WisDOT Standard Specifications for highway and structure construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 283 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Specific measures or recommendations are discussed on the Erosion Control and Stormwater Management Factor Sheets.

20. Erosion control or storm water management measures which will be used to protect the stream are shown on the Erosion Control Factor Sheet and the Stormwater Management Factor Sheet:

☒ Yes ☐ No Briefly Describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

Wisconsin Department of Transportation

H - LAKE OR WATER BODY IMPACT EVALUATION

(Lakes, Ponds, Impoundments, Flowages, etc.)

Alternative: Section 1 - Alternative 4 (Baldwin East Bypass) Section 2 - Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Name of Lake or Water body Pine Lake	**2. Location of Lake or Water body** Towns of Emerald and Hammond, St. Croix County T29-30 N, R16-17W
3. Lake or Water body Type ☒ **Lake** ☐ **Pond** ☐ **Impoundment** ☐ **Other - describe:**	**4. Area of Water body** 43.3 **Hectares (107 Acres)** ☒ **Permanent (year-round)** ☐ **Temporary (dry part of year)**

5. Lake or Water body Characteristics

a. Bottom ☒ **Sand** ☐ **Silt** ☐ **Clay** ☐ **Cobbles** ☒ **Other-describe:** Gravel and Muck

b. Maximum Depth 6.5 **Meters** **(**21 **Feet)**	**c. Vegetation in Lake or Water body** ☐ **Absent** ☒ **Present - If known describe:** Submergent and emergent vegetation
d. Identify Fish Species Present Northern Pike, Walleye, Largemouth Bass and Panfish are common	**e. If water quality data is available, include this information (e.g. DNR or local discharger might have such records).** Pine Lake is part of the St. Croix County Lakes Cluster priority watershed project. These projects are primarily water quality driven and can end at any time.

6. Are there any known endangered or threatened species affected by the project?

☒ No

☐ Yes - Identify the species and indicate whether it is on Federal or State lists.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

7. Will the project rehabilitate or replace a bridge or box culvert?

☒ No

☐ Yes

If yes, are migratory bird nests present?

☐ No

☐ Yes - Estimated number of nests is:

If yes, is a U.S. Fish & Wildlife Depredation Permit required to remove migratory bird nests?

☐ Not Applicable ☐ Yes ☐ No - Describe measures to mitigate harm

8. Describe land adjacent to Lake or Water body that would be affected by the project. If wetland, give type.

The affected land adjacent to Pine Lake is a mix of cultivated agricultural, wooded land, and wetland. Wetland types include E2H (Emergent/wet meadow, narrow-leaved persistent, standing water, Palustrine), E1k (Emergent/wet meadow, persistent, wet soil, Palustrine), and T3/E1k (Forested, broad-leaved deciduous/Emergent/wet meadow, persistent, wet soil, Palustrine).

Residential development is also occurring around this and many other northern lake properties.

9. Describe proposed work in, over, or adjacent to lake or water body.

Any proposed work would occur on land located east of the existing US 63 alignment but still proximate to Pine Lake. Proposed work consists of constructing a four-lane divided highway east of the existing US 63 alignment. The existing US 63 would be maintained to provide property access in the area. The new lanes would be constructed east of the existing US 63 to minimize the effects on Pine Lake. However, construction of the new lanes will include some wetland filling. Measures will be taken to minimize the amount of wetland filled in the area. Measures will also be taken to minimize soil erosion and stormwater runoff in the area.

10. Section 404 Permit

☐ Not Applicable - No fill to be placed in waterbody

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled: 6 - 10 Acres (2.5 - 4 Hectares)

☒ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404

Indicate which GP or LOP required

☐ Non-Reporting GP ☐ Provisional GP

☐ Provisional LOP ☐ Programmatic GP

11. Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

☒ Not Applicable

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:

☒ Not applicable at this time

Status of PCN

USACE has made the following determination on (Date) ☒ Not applicable at this time

USACE is in the process of review, anticipated date of determination is: (Date)

☒ Not applicable at this time

12. Discuss probable direct impacts to water quality in the water body, both during and after construction. Indicate the probable effects on plants and animals inhabiting or dependent upon the lake or water body.

Both during and after construction, water quality may be affected by an increase in erosion and stormwater runoff because of an increase in impervious area. However, best management practices will be implemented according to all governing ordinances and policies both during the construction phase and for long term, resulting in little to no effect. Because of the existing highway already exists, little effect is anticipated on plants, animals, and fish in the area.

13. Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Construction adjacent to Pine Lake will be east of the existing US 63 alignment to minimize the effects on Pine Lake and the land adjacent to it. Where construction is necessary, standard WisDOT erosion control methods will be used during construction as per WisDOT Standard Specifications for highway and structure construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 283 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Specific measures or recommendations are discussed on the Erosion Control and Stormwater Management Factor Sheets.

14. Erosion control or storm water management measures to be used to protect the water body are shown on Erosion Control Factor Sheet and the Stormwater Management Factor Sheet :

☒ Yes

☐ No Briefly Describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

Wisconsin Department of Transportation

I - UPLAND HABITAT IMPACT EVALUATION

Alternative: Section 1 - Alternative 4 (Baldwin East Bypass) Section 2 - Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Give a brief description of the upland habitat area. Include prominent plant community(ies) at the project site (list vegetation with an estimate of each community type if more than one present).

In the southern portion of the project corridor, the upland habitat area affected by the proposed improvements is mostly managed agricultural field or pasture. In the northern portion, the upland habitat is a mix of managed agricultural field or pasture and upland woods. In the northern portion, approximately 4 acres of wooded upland habitat would be converted to highway right-of-way in the US 63 project corridor area. The predominant area of effect is in the area located adjacent to the west side of the existing US 63 corridor on the north side of Pine Lake. In the St. Croix County Development Management Plan the area is designated as part of a primary environmental corridor encompassing Pine Lake.

According to the St. Croix County Plan, a primary environmental corridor has the following characteristics:

- Linear in nature, often arising from a dominant feature or focal point, such as a waterbody or geologic feature
- At least three environmental resources present
- At least 400 acres in size
- At least 2 miles long
- At least 200 feet wide

Prominent upland plant communities near the US 63 corridor include idle upland pasture and mesic upland woods typical of the county. Wooded areas contain maple, basswood, and oaks. Areas are also planted with pine plantation windbreaks. The woodland areas have generally been previously grazed or otherwise managed. Some woodland near Pine Lake is less managed.

2. Identify and describe any observed or expected wildlife associations with the plant community(ies.)

Expected wildlife associations within the upland plant communities include typical large and small animals throughout the project area. Woodlands typically support deer, fox, coyotes, rabbits, nesting birds, and others. Idle pastures support ground nesting birds, reptiles, and small mammals.

3. Identify the dominant plant community(ies) and estimate existing and proposed area of each dominant plant community to be altered.

Woodland edge is the dominant upland plant community that will be altered. Currently a moderate sized woodlot is located in the Pine Lake environmental corridor and beyond the existing highway right-of-way. With the proposed alternative, approximately 4 acres of woodland edge would be converted to highway right-of-way through clearing and grubbing.

In addition to the woodland edge plant communities, about 360 acres of agricultural field or pastureland would be converted to highway right-of-way.

4. Are there any known endangered or threatened species affected by the project?

☒ No

☐ Yes Identify the species and indicate whether it is on Federal or State lists.

- ☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.
- ☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

5. Describe the nature of proposed work in the upland habitat area (e.g., grading, clearing, grubbing, etc.).

In the upland habitat areas of the southern corridor (I-94 to County E), a new four-lane roadway would be constructed. In the northern corridor (County E to WIS 64), a second set of travel lanes would be constructed to complete the four-lane, divided highway. Work proposed for both areas would include grading, clearing, grubbing, and filling where necessary.

6. Identify and describe any known wildlife or waterfowl use areas or movement corridors that would be severed or eliminated by the proposed action. Include a discussion of the proposed action's effects upon the areas or corridors.

No wildlife or waterfowl use areas or movement corridors would be severed or eliminated by the proposed improvements. The Baldwin East Bypass runs parallel to existing roadways along much of its alignment, and north of County E the proposed improvement would be on alignment near the Pine Lake environmental corridor. Any severance already occurred with the construction of these existing roadways.

7. Discuss other direct impacts on wildlife and estimate significance.

No direct impacts on wildlife beyond what already exists are anticipated.

8. Identify and discuss any probable secondary impacts that may be expected due to the project.

Secondary impacts that may be expected because of the proposed improvements primarily involve development of land adjacent to the realigned US 63 and an increase in stormwater runoff. Most of this development is likely to occur adjacent to the Village of Baldwin. Secondary development east of the Village because of the proposed improvements will likely occur in areas that would develop even if the highway improvements were not constructed, although the type of development may be influenced. Therefore, secondary impacts associated with the proposed improvements near Baldwin are expected to be similar to impacts that would occur without it.

9. Describe measures to minimize adverse effects or enhance beneficial effects.

In the southern portion of the corridor, the proposed alignment impacts the least amount of upland habitat and farmland of the three Baldwin bypass alternatives considered. In the northern portion of the corridor, north of County E, the alignment of the proposed improvements shifts from the east side to the west side of the existing US 63 alignment to minimize the effect on upland habitat and farmland.

Wisconsin Department of Transportation

J - Erosion Control

Alternative: Section 1 - Alternative 4 (Baldwin East Bypass) Section 2 - Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length and percent slope.

Existing side slopes reach a maximum of approximately 3:1 in both cut and fill sections. Existing longitudinal slopes vary from 0.17 percent to 5.0 percent.

Section 1 - Alternative 4 – Baldwin East Bypass

The outside side slopes proposed for Alternative 4 (County E to Interstate 94) consist of 6:1 for the 20 feet adjacent to the roadway continuing with 4:1 to match the existing grade. The proposed median side slopes are 6:1. The road profile consists of slopes varying between 3.7 percent to 0.3 percent.

Section 2 - Stage 2 – 4-lane, divided highway

The outside side slopes proposed for Stage 2 (WIS 64 to County E) consist of 4:1, and the proposed median side slopes are 6:1. The road profile consists of slopes varying between 4.3 percent and 0.2 percent.

2. Indicate all natural resources in the project vicinity that are sensitive to erosion, sedimentation, or water quality degradation.

☒ Yes - Sensitive resources exist in the project area.

☒ River/stream ☒ Wetland ☒ Lake

☐ Endangered species habitat ☐ Other - Describe

☐ No - There are no sensitive resources affected by the proposal.

3. Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

In general, four sensitive resources exist in the project area: the South Fork of the Willow River, the Rush River, Pine Lake, and the wetlands adjacent to the corridor.

Upper Willow River – St. Croix County

The Upper Willow River consists of a 184 mi^2 upstream watershed located in a primarily agricultural area. The Willow River is listed as an impaired stream downstream from the project location, from river mile 13.5 to 15, under Section 303(d) of the Clean Water Act. The water quality impairment is due primarily to organic enrichment and low dissolved oxygen. Per the DNR, because the designation is downstream of

the project location, this designation is not applicable to the project.

Rush River

The Rush River consists of a 290 mi^2 upstream watershed located in a primarily agricultural area. The DNR lists the Rush River as an exceptional resource water downstream from the project location, from river mile 4.8 to 28.2.

Wetlands

Approximately 12.2 acres of wetland would be converted to right-of-way by the proposed improvements. The wetlands are primarily:

- S3 (Scrub, broad-leaved deciduous)
- E1K (Emergent/wet meadow, persistent, wet soil, palustrine)
- T3 (Forested, broad-leaved deciduous)
- S3K (Scrub, broad-leaved deciduous, wet soil, palustrine)
- E1Kg (Emergent/wet meadow, persistent, wet soil, palustrine, grazed)

Pine Lake and Environmental Corridor

Pine Lake is a 107-acre seepage lake located slightly west of the project corridor. A number of wetlands are located adjacent to the lake in addition to wooded uplands. Pine Lake is part of the St. Croix County Lakes Cluster priority watershed project. The Pine Lake Environmental Corridor is identified by St. Croix County as an environmentally sensitive primary environmental corridor.

For each of these resources, stormwater runoff will likely increase with the proposed improvements because of the increased impervious surface. Temporary and permanent soil erosion and sedimentation control practices are required for the improvements. Such practices may include, but are not limited to sediment basins, rock check dams, erosion barrier fence, inlet and outlet protection, and other various best management practices.

4. Indicate all circumstances requiring additional or special consideration.

a) ☒ **Yes - Additional or special circumstances exist. Indicate all that are present.**

☐ Areas of groundwater discharge
☒ Areas of groundwater recharge
☒ Overland flow/runoff
☐ Long or steep cut or fill slopes.
☐ Other - Describe

Vegetated swales and wet detention basins will be designed to infiltrate and treat runoff to the maximum extent practicable.

b) ☐ **Yes - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.**

c) ☐ **No - Additional or special circumstances are <u>not</u> present**

5. Have erosion control measures received consensus from:

DNR **County Land Conservation Committee** **Native American Tribe**

All Erosion Control measures identified in the Erosion Control Plan shall be coordinated through the DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. DNR does not issue concurrence without Erosion Control plans. In addition, TRANS 401 requires the contractor prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands., describe how the Erosion Control /Storm water Management plan will be coordinated with Native American Tribes.

An erosion control plan will be developed to reduce or minimize possible project impacts on erosion. At that time, WisDOT will coordinate with the DNR, St. Croix County and interested Native American Nations.

6. Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods will be used during construction as per WisDOT Standard Specifications for Highway and Structure Construction. Additionally, minimum soil erosion control requirements enforced by the St. Croix County Land Conservation Department will be followed.

Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one time (staged construction), erosion bales, temporary seeding, silt fence, erosion mats, riprap (channel stabilization), separating construction from live water, seeding and mulching, sediment traps, dust abatement, ditch or slope sodding, grass-lined conveyance (parallel to flow), distancing outfalls from waterway edge, vegetated filter strips (perpendicular to flow), and detention/retention basins.

Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WisDNR Cooperative Agreement. An Erosion Control Implementation Plan (ECIP) would be prepared for and reviewed by the DNR prior to construction. The ECIP will include sediment and erosion control measures to do the following to the maximum extent practicable: (1) prevent the tracking of sediment from the construction site onto roads and other paved surfaces, (2) prevent the discharge of sediment as part of site dewatering, (3) protect separated storm sewer inlet structures from receiving sediment, and (4) encourage and enforce proper use and storage of chemicals, cement, and other compounds.

7. Identify the temporary and permanent erosion control measures to be utilized on the project.

- ☒ Minimize the amount of land exposed at one time
- ☒ Seeding and mulching of exposed soils
- ☒ Erosion bales
- ☒ Detention basin
- ☒ Temporary seeding
- ☒ Sediment trap
- ☒ Silt fence
- ☐ Pave haul roads
- ☒ Ditch checks
- ☒ Dust abatement
- ☒ Erosion control re-vegetative mat
- ☐ Turf reinforcement mat
- ☒ Ditch or slope sodding
- ☒ Rip Rap
- ☒ Soil Stabilizer
- ☐ In-Stream Sediment Trap
- ☒ Inlet Protection
- ☒ Other - Describe: Tracking Pads
- ☒ Separating construction from live water - Describe method: Buffer Strips

Wisconsin Department of Transportation
K - Storm Water Management

Alternative Alternative 4 (Baldwin East Bypass) and Stage 2 (4 lane limited access highway) **Preferred?** ☒ **Yes** ☐ **No**	**Portion of project this sheet is evaluating if different from the first Basic Sheet** Not Applicable

Surrounding land use and a discussion of adopted plans are described on Basic Sheet 4

1. Indicate whether any natural resources exist in the project vicinity that are sensitive to water quality degradation.

☒ Yes - Sensitive resources exist in the project area.

☒ River/stream ☒ Wetland ☒ Lake

☐ Endangered species habitat ☐ Other - Describe

☐ No - There are no sensitive resources affected by the proposal.

2. Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

In general, four sensitive resources exist in the project area: the South Fork of the Willow River, the Rush River, Pine Lake, and the wetlands adjacent to the corridor.

Upper Willow River – St. Croix County

The Upper Willow River consists of a 184 mi^2 upstream watershed located in a primarily agricultural area. The Willow River is listed as an impaired stream downstream from the project location, from river mile 13.5 to 15, under Section 303(d) of the Clean Water Act. The water quality impairment is due primarily to organic enrichment and low dissolved oxygen. Per DNR, because the designation is downstream of the project location, this designation is not applicable to the project.

Rush River

The Rush River consists of a 290 mi^2 upstream watershed located in a primarily agricultural area. The DNR lists the Rush River as an exceptional resource water downstream from the project location, from river mile 4.8 to 28.2.

Wetlands

Approximately 12.2 acres of wetland would be converted to right-of-way by the proposed improvements. The wetlands are primarily:

- S3 (Scrub, broad-leaved deciduous)
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Pine Lake and Environmental Corridor

Pine Lake is a 107 acre seepage lake located slightly west of the project corridor. A number of wetlands are located adjacent to the lake in addition to wooded uplands. Pine Lake is part of the St. Croix County

Lakes Cluster priority watershed project. The Pine Lake Environmental Corridor is identified by St. Croix County as an environmentally sensitive primary environmental corridor.

For each of these resources, stormwater runoff will likely increase with the proposed improvements because of the increased impervious surface. Temporary and permanent soil erosion and sedimentation control practices are required for the improvements. Such practices may include, but are not limited to sediment basins, rock check dams, erosion barrier fence, inlet and outlet protection, and other various best management practices.

3. Indicate whether circumstances exist in the project vicinity requiring additional or special consideration.

a) ☒ **Yes - Additional or special circumstances exist. Indicate all that are present.**

☐ Areas of groundwater discharge	☒ Areas of groundwater recharge
☒ Overland flow/runoff	☐ Long or steep cut or fill slopes.
☒ Cold water stream	☒ Impaired waterway
☐ Exceptional/outstanding resource waters	☐ Other - Describe

b) **Describe any unique, innovative, or atypical Storm Water Management measures to be used to manage additional or special circumstances.**

None

c) ☐ **No - Additional or special circumstances are <u>not</u> present**

4. Indicate whether any Drainage District may be affected by the project.

☐ Yes - Identify the affected drainage district

Initial coordination with drainage board has been completed — Discuss results

Initial coordination with DATCP has been completed — Discuss results

☒ No - There will be no effects to a recognized drainage district.

5. Indicate whether the project is within DOT's storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact BoE's Storm Water Engineer or the District Environmental Coordinator for more details on the following areas.)

☐ Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

☐ *A DOT storm sewer system located within Phase One Municipalities (cities over 100,000 population).*

☐ *A DOT storm sewer system located within the five (5) Great Lakes Areas of Concern.*

☐ *A DOT storm sewer system located within Municipalities having populations of 50,000 or more where non-point source priority watershed projects are being implemented.*

☐ A DOT storm sewer system designated pursuant to NR 216.02 (4) Wis. Admin. Code.

☒ No - The project is outside of WisDOT's storm water management area

6. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects.

Standard WisDOT guidelines for drainage-related erosion control and stormwater management will be integrated to the maximum extent practicable (MEP). Additionally, minimum St. Croix County stormwater management and soil erosion control regulations will be considered. The stormwater strategy will include vegetated swales and wet detention where possible to provide runoff treatment prior to discharge to the surrounding waters or wetlands. Best management practices (BMPs) will be designed, installed, and maintained to manage runoff to the MEP.

7. Indicate how the stormwater management plan will be compatible with the storm water strategy.

A stormwater management plan will be developed to be incorporated into the project's design to reduce or minimize runoff impacts to surrounding waters. Coordination with the WisDOT, DNR, and surrounding municipalities will be required. Furthermore, the stormwater management plan will be in accordance with TRANS 401.

8. Identify the stormwater management measures to be utilized on the project.

☒ Grass-lined conveyance (parallel to flow)
☐ In-line storm sewer treatment - Describe
☒ Vegetated filter strips (perpendicular to flow)
☐ Catch basins
☒ Distancing outfalls from waterway edge
☒ Detention / retention basins
☐ Constructed storm water wetlands
☐ Infiltration basin / trench
☐ Other - Describe

9. Are there any property acquisitions for storm water management purposes?

☒ No - There are no property acquisitions acquired for Storm Water Management purposes.

☐ Yes - Complete the following:

☐ Safety measures are <u>not</u> needed for potential conflicts with existing and expected surrounding land use.

☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.

Describe proposed safety measures

Wisconsin Department of Transportation

L - AIR QUALITY IMPACT EVALUATION

Alternative: Alternative 4 (Baldwin east bypass) and Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from the first Basic Sheet** N/A

Carbon Monoxide

1) Is this project exempt from air quality analysis under Wisconsin Administrative Code - NR 411?

☐ **No - NR 411 exemptions do not apply**
☒ **Yes - NR 411 exemption(s) apply - Identify exemption(s) and explain why project is exempt.**

The project is exempt under **NR 411.04 Exemptions from indirect source permit requirements** as follows:

- The proposed improvement is located within a metropolitan county (St. Croix County, WI), but has a projected peak-hour volume of less than 1200 motor vehicles per hour (the design hourly volume in Section 1 is about 740 vph on the bypass, it is less in Section 2)
- The proposed improvement includes a shift in more than one intersection approach leg by more than 12 feet, but meets the exemption because the new road segment has no more than two approach lanes (not including exclusive turning lanes), is more than 25 feet from any potential receptors, and has a peak hour traffic volume on each approach of less than 1800 motor vehicles per hour.

2) An air quality analysis was required.

☒ **No**

☐ **Yes - Identify the air quality modeling technique or program used to perform the analysis. (Attach Carbon Monoxide Worksheet to this Factor Sheet to illustrate results.)**

3) If an air quality analysis was performed, will a Construction Permit be required to address air quality before the project may proceed?

☐ **No**

☐ **Letter of concurrence from DNR Bureau of Air Management requested. (See attached request letter - Exhibit __.**

☐ **Letter of concurrence received from DNR Bureau of Air Management. (See attached Exhibit __.**

☐ **Yes - Indicate:**

(DATE) **Date permit requested**

OR

(DATE) **Date of Permit**

Ozone

4) Is the project located in a county that is designated non-attainment or maintenance for ozone?

☒ **No**

☐ **Yes - If yes one of the following boxes must be checked.**

☐ **This project is included in the** (NAME TRANSPORTATION PLAN) **and in the** (NAME TRANSPORTATION IMPROVEMENT PROGRAM [TIP]) **endorsed by the** (NAME OF MPO), **the region's Metropolitan Planning Organization. The TIP was found to conform by the FHWA and FTA** (Date)**. The project is included in the TIP as project number** (TIP PROJECT NUMBER)**.**

☐ **This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum Of Agreement regarding determination of conformity.**

☐ **This project is exempt per 40 CFR 93.134.**

☐ **Other, describe.**

Wisconsin Department of Transportation

MAXIMUM PROJECTED CARBON MONOXIDE (CO) CONCENTRATIONS

Receptor Location or Site Description (See Exhibit)	Carbon Monoxide (ppm) [1]			
	1 - Hour Peak [2]		8 - Hour Average [3]	
	Construction Year (YEAR)	Construction Year Plus Ten Years (YEAR)	Construction Year (YEAR)	Construction Year Plus Ten Years (YEAR)

[1]ppm = parts per million -- parts of CO per million parts of gas.

[2]Includes 1-hour ambient background CO concentration of ppm.

[3]Includes 8-hour ambient background CO concentration of ppm.

Wisconsin Department of Transportation

M - CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Alternative: Alternative 4 and Stage 2 **Preferred?** ☒ **Yes** ☐ **No**	**Portion of project this sheet is evaluating if different from the first Basic Sheet** N/A

1) Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected.

The Village of Baldwin lies in Section 1 of the project corridor. Noise from the construction of the preferred alternative would have the largest impact on the east side of the Village. Land use on the east side of the Village includes residential neighborhoods, parks and conservancies, and some local commercial. The Baldwin Public Library is located inside the Village Hall and is also on the east side of town.

If construction were to begin today, approximately 250 people would potentially be affected by construction noise in Section 1 and approximately 230 people in Section 2. These numbers are based on a width of 500 feet from the proposed edge of shoulder and a review of aerial photographs. Much of the vacant land on the east side of Baldwin is likely to be developed in to urban subdivision plats at the time of construction of the preferred alternative. If it is assumed that these rural parcels on the east side of Baldwin develop as residential subdivisions with similar house densities as what exists in Baldwin today, approximately 300 additional people would be potentially affected by construction noise.

2) Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels.

Construction of the preferred alternatives in Section 1 and Section 2 could require the use of earth moving equipment, materials handling equipment, stationary equipment, and impact equipment.

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation, and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

Table M.2-1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

3) Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 6 P.M. and 7 A.M. without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required

that mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

Equipment Powered by Internal Combustion Engines	Range Of Sound Levels (dBA) at 15 m (50 ft)
Earth Moving	
Compactors (Rollers)	72-75
Front Loaders	72-85
Backhoes	77-94
Tractors	76-97
Scrapers, Graders	80-94
Pavers	86-89
Trucks	54-95
Materials Handling	
Concrete Mixers	75-87
Concrete Pumps	81-84
Cranes (Movable)	76-86
Cranes (Derrick)	86-89
Stationary	
Pumps	67-72
Generators	72-82
Compressors	75-87
IMPACT EQUIPMENT	
Pneumatic Wrenches	82-89
Jack Hammers & Rock Drills	81-97
Impact Pile Drivers (Peaks)	95-105
OTHER	
Vibrator	69-81
Saws	72-83

Source: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February, 1972.

Table M.2-1 Construction Equipment Sound Levels

Wisconsin Department of Transportation

N - TRAFFIC NOISE IMPACT EVALUATION

Alternative: Alternative 4 and Stage 2 **Preferred?** Yes	**Portion of project this sheet is evaluating if different from the first Basic Sheet** N/A

Need for Noise Analysis

1) Based upon a consideration of the traffic, roadway, terrain, and receiver characteristics affecting sound levels, could there be an increased traffic sound level as a result of this action?

☐ **No - Complete only the Construction Noise Factor Sheet.**

☒ **Yes – Complete the Construction Noise Factor Sheet and the rest this Factor Sheet.**

Traffic Data.

2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on the Traffic Summary Basic Sheet.

☒ **No**

☐ **Yes - Indicate volumes and explain why they were used.**

Automobiles 1110 - 2080 **Veh/hr** (total north-south vehicles)

Trucks 90 - 160 **Veh/hr**

Or percentage (T) __%

3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit N-1.)

The study team used the Federal Highway Administration's (FHWA's) validated Stamina 2.0 prediction model to develop noise impacts. Existing noise levels were measured at select locations to calibrate the model.

4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic noise. (See attached receptor location map – Exhibit N-1.)

The Village of Baldwin lies in Section 1 of the project corridor. Noise from the preferred alternative would have the largest impact on the east side of the Village. Land use on the east side of the Village includes residential neighborhoods, parks and conservancies, and some local commercial. In addition, it is expected that at the time of construction, the Alternative 4 corridor will be adjacent to residential parcels. The Baldwin Public Library is located inside the Village Hall and is also on the east side of town. Traffic noise impacts are also anticipated to some residences adjacent to existing US 63 between 90th Avenue and CTH E.

A total of 35 receptors exist in Section 2. They consist primarily of rural residences with a few commercial properties near WIS 64.

5) If this proposal is implemented will future sound levels produce a noise impact?

☐ **No**

☒ **Yes the impact will occur because:**

☒ **The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.**

Section 1 noise modeling indicates that six of the modeled receptors will approach or exceed Noise Abatement Criteria. Four of the six have existing noise levels that approach or exceed the noise abatement criteria. Modeling indicates that each of the six receptors would experience an increase of less than 5.0 dBA due to the proposed US 63 improvement.

Section 2 noise modeling indicates that there are thirteen receptors that approach or exceed the Noise Abatement Criteria. Six of these receptors already approach or exceed the noise abatement criteria under current traffic conditions. The total increase in noise levels due to the proposed improvements at the receptors that approach or exceed the noise abatement criteria is approximately three to four dBA.

☒ **Existing sound levels will increase by 15 dBA or more.**

There are 4 vacant parcels within approximately 600 feet of the future highway corridor on the east side of Baldwin that would experience sound level increases of 15 dBA or more. The impacted areas are currently vacant and notification will be provided to the City of Baldwin indicating sound levels at these sites could increase substantially with construction of the proposed roadway. When construction occurs this area may be more urban in character with higher base noise levels, making the noise increase less noticeable. In addition, there is one residence that would experience a sound level increase of more than 15 dBA. The predicted sound level remains below 67 dBA.

Section 2 Noise modeling does not indicate that any of the receptors would experience sound level increases of 15 dBA of more.

6) Will traffic noise abatement measures be implemented?

☐ **Not Applicable - Traffic noise impacts will not occur.**

☒ **No - Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government are to be notified of predicted noise levels for land use planning purposes. (A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.)**

☐ **Yes - Describe any traffic noise abatement measures that will be implemented.**

Noise abatement measures are not reasonable or feasible. All of the receptors that are predicted to experience noise levels of 67 dBA or greater are located close to the existing highway and currently experience noise levels above 62 dBA. The increase in noise levels due to the proposed improvement is less than 5 dBA at each of these locations. Because of the rural character of the corridor and the large distances between receptors, it is cost prohibitive to construct noise walls. Additionally, most of these receptors require access onto the USH 63 highway, which would require breaks in the noise wall substantially reducing their effectiveness.

With the exception of one, the receptors predicted to experience an increase of greater than 15 dBA are all vacant and located in areas that are currently undeveloped. These receptors are still predicted to experience noise levels below 67 dBA. Because of the low housing densities of recent and on-going development adjacent to the Village of Baldwin, noise abatement measures for the affected areas will not be feasible or prudent due to length and height requirements of the walls.

A letter will be sent to the Village of Baldwin and the affected Townships regarding the impacted receptors. The tables below show the projected noise levels at the impacted locations. Table N.6-1 shows typical noise levels. Receptor locations are shown on the sheets following page 126.

			SOUND LEVEL LEQ (dBA)			IMPACT EVALUATION		
Receptor Location or Site Identi-fication (See attached Map)	**Distance from C/L of Near Lane To Receptor in meters (m)**	**Number of Families or People Typical of this Receptor Site**	**Noise Abatement Criteria (NAC)**	**Future Noise Level**	**Existing Noise Level**	**Difference in Future and Existing Noise Levels (Col. e minus Col. f)**	**Difference in Future and Existing Abatement Criteria (Col. e minus Col. d)**	**Impact or No Impact (*)**
(a)	**(b)**	**(c)**	**(d)**	**(e)**	**(f)**	**(g)**	**(h)**	**(i)**
Section 1 Receptors: SF = Single Family Residence, MF = Multi-family Residence, Commer. = Commercial Property ** Impacted only if vacant parcel is built upon at the time of construction								
1	230	SF	67	57.0 dBA	50.9 dBA	6.1 dBA	10.0 dBA	N
2	245	SF	67	53.6	43.6	10.0	-13.4	N
3	320	SF	67	52.3	42.1	10.2	-14.7	N
4	350	SF	67	51.7	42.3	9.4	-15.3	N
5	1175	Commer.	72	60.7	61.1	-0.4	-11.3	N
6	1280	SF	67	58.4	58.8	-0.4	-8.6	N
7	1265	SF	67	56.8	57.1	-0.3	-10.2	N
8	1295	SF	67	58.8	59.2	-0.4	-8.2	N
9	1370	SF	67	54.3	54.4	-0.1	-12.7	N
10	1160	SF	67	65.0	65.5	-0.5	-2.0	N
11	1980	Hospital	67	53.2	52.9	-0.3	-13.8	N
12	1980	Hospital	67	53.3	52.9	-0.4	-13.7	N
13	1110	SF	67	54.5	53.7	0.8	-12.5	N
14	1325	SF	67	56.9	57.2	-0.3	-10.1	N
15	1340	SF	67	56.5	56.5	0.0	-10.5	N
16	1340	SF	67	56.7	56.6	0.1	-10.3	N
17	1340	SF	67	60.1	58.7	1.4	-6.9	N
18	1235	SF	67	61.1	60.8	0.3	-5.9	N
19	1235	SF	67	60.0	60.8	0.2	-7.0	N
20	1325	SF	67	60.9	60.6	0.3	-6.1	N
21	1235	SF	67	62.6	62.4	0.2	-4.4	N
22	1110	SF	67	54.0	53.5	0.5	-13.0	N
23	655	MF	67	47.9	44.1	3.8	-19.1	N
24	790	SF	67	60.2	56.9	3.3	-6.8	N
25	730	Senior Housing	67	48.8	45.9	2.9	-18.2	N
26	580	Sr Housing	67	48.3	43.6	4.7	-18.7	N

Receptor Location or Site Identi-fication (See attached Map)	Distance from C/L of Near Lane To Receptor in meters (m)	Number of Families or People Typical of this Receptor Site	SOUND LEVEL LEQ (dBA)			IMPACT EVALUATION		
			Noise Abatement Criteria (NAC)	Future Noise Level	Existing Noise Level	Difference in Future and Existing Noise Levels (Col. e minus Col. f)	Difference in Future and Existing Abatement Criteria (Col. e minus Col. d)	Impact or No Impact (*)
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
27	1400	SF	67	55.7	55.2	0.5	-11.3	N
28	1430	SF	67	53.5	52.7	0.8	-13.5	N
29	1340	SF	67	57.2	56.5	0.7	-9.8	N
30	1175	SF	67	55.5	55.3	0.2	-11.5	N
31	1555	SF	67	50.6	49.7	0.9	-16.4	N
32	105	Vacant	-	57.2	41.0	16.2	-	I **
33	105	Vacant	-	56.7	39.4	17.3	-	I **
34	120	SF	67	55.1	39.3	15.8	-11.9	I
35	60	Vacant	-	58.7	37.3	21.4	-	I **
36	275	Vacant	-	51.2	40.3	10.9	-	N
37	400	SF	67	48.7	35.3	13.4	-18.3	N
38	105	Vacant	-	56.4	38.9	17.5	-	I **
39	245	Vacant	-	53.3	40.2	13.1	-	N
40	120	SF	67	63.1	59.1	4.0	-3.9	N
41	55	SF	67	72.0	67.5	4.5	5.0	I
42	65	SF	67	70.5	66.1	4.4	3.5	I
43	150	SF	67	66.7	62.4	4.3	-0.3	I
44	355	SF	67	76.1	73.1	3.0	9.1	I
45	490	SF	67	70.9	68.5	2.4	3.9	I
46	395	SF	67	66.8	64.3	2.5	-0.2	I
47	620	SF	67	60.7	58.2	2.5	-6.3	N
48	235	SF	67	57.1	48.2	8.9	-9.9	N
49	110	SF	67	62.6	47.9	14.7	-4.4	N
50	400	SF	67	52.1	42.6	9.5	-14.9	N
Section 2 Receptors: SF = Single Family Residence, Commer. = Commercial Property								
A	65	Commer.	72	63.5	60.2	3.3	-8.5	N
B	65	Commer.	72	65.7	62.4	3.3	-6.3	N
C	65	Commer.	72	65.8	62.4	3.4	-6.2	N
D	110	Commer.	72	62.8	59.5	3.3	-9.2.	N
E	65	Commer.	72	66.1	62.7	3.4	-5.9	N
F	240	SF	67	56.8	53.9	2.9	-10.2	N
G	150	SF	67	60.2	57.1	3.1	-6.8	N

Receptor Location or Site Identi-fication (See attached Map)	Distance from C/L of Near Lane To Receptor in meters (m)	Number of Families or People Typical of this Receptor Site	SOUND LEVEL LEQ (dBA)			IMPACT EVALUATION		
			Noise Abatement Criteria (NAC)	Future Noise Level	Existing Noise Level	Difference in Future and Existing Noise Levels (Col. e minus Col. f)	Difference in Future and Existing Abatement Criteria (Col. e minus Col. d)	Impact or No Impact (*)
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
H	65	SF	67	75.3	71.5	3.8	8.3	I
I	40	SF	67	62.0	58.8	3.2	-5.0	N
J	85	SF	67	60.1	57.0	3.1	-6.9	N
K	45	SF	67	73	69.3	3.7	6.0	I
L	30	SF	67	69.1	65.6	3.5	2.7	I
M	45	SF	67	67.1	63.7	3.4	0.1	I
N	100	SF	67	62.2	59.0	3.2	-4.8	N
O	260	SF	67	55.4	52.5	2.9	-11.6	N
P	105	SF	67	61.3	58.1	3.2	-5.7	N
Q	85	SF	67	71.1	67.1	4.0	4.1	I
R	70	SF	67	66.3	62.9	3.4	-0.7	I
S	165	SF	67	62.0	58.6	3.4	-5.0	N
T	70	SF	67	67.6	63.8	3.8	0.6	I
U	220	SF	67	62.9	59.4	3.5	-4.1	N
V	75	SF	67	66.4	62.7	3.7	-0.6	I
W	45	SF	67	70.4	66.5	3.9	3.4	I
X	80	SF	67	61.7	58.3	3.4	-5.3	N
Y	120	SF	67	69.9	66.0	3.9	2.9	I
Z	180	SF	67	58.9	55.6	3.3	-8.1	N
AA	270	SF	67	58.1	54.8	3.3	-8.9	N
BB	75	SF	67	68.0	64.2	3.8	1.0	I
CC	230	SF	67	58.2	54.8	3.4	-8.8	N
DD	85	SF	67	65.2	61.6	3.6	-1.8	N
EE	75	SF	67	63.4	59.8	3.6	-3.6	N
FF	275	SF	67	57.5	54.2	3.3	-9.5	N
GG	60	SF	67	70.7	66.9	3.8	3.7	I
HH	80	SF	67	67.1	63.3	3.8	0.1	I
II	110	SF	67	64.0	60.5	3.5	3.0	N

(*) From Wisconsin Administrative Code – TRANS 405.04 (2) (b)
(Siting Criteria and Policies)
I = Impact N = No Impact

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff afterburner at 50 feet	130	
Rock and roll band	120	Uncomfortably loud
Jet fly-over at 1,000 feet	110	
Power lawn mower at operator	100	Very loud
Diesel truck (55 mph) at 50 feet	90	
High urban ambient sound automobile (55 mph) at 50 feet	80	Moderately loud
TV-audio, vacuum cleaner	70	
Normal conversation	60	
	50	Quiet
lower limit urban ambient sound	40	
	30	Very quiet
Unoccupied broadcast studio	20	
	10	
	0	Threshold of hearing

Table N.6-1 Comparative Sound Levels

Wisconsin Department of Transportation

Q - ARCHAEOLOGICAL SITES IMPACT EVALUATION

Alternative: 1, 2, 3, & 4 **Preferred?** 1 & 4	**Portion of project this sheet is evaluating if different from the first Basic Sheet**

1. Identify each site by alternative. Attach map to appendices depicting sites' approximate location within alternate

Alternative	Site Name	Site #	Was a Phase 2 Survey Done?	Site Eligible for NHRP?	Description & Pertinent Info on Site ,e.g., historic, prehistoric, archaic, etc.	Site Affected?
1	Walsh Farmstead	47 Sc-126	Yes	No	Historic Farmstead	No
1	Gausman 1	47 Sc-127	No	No	Prehistoric/Late Woodland	No
1	Gausman 2	47 Sc-128	No	No	Prehistoric/Unknown	No
1	E. Manley Farm	47 Sc-129	No	No	Historic Farmstead	No
1	W. White Farm	47 Sc-130	No	No	Historic Farmstead	No

2. Identify Native American Tribe(s) expressing an interest in the project.

☐ **Bad River Band of Lake Superior Chippewa** ☐ **Forest County Potawatomi Community of Wisconsin**

☐ **HoChunk Nation** ☐ **Lac de Flambeau Band of Lake Superior Indians of Wisconsin**

☐ **LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin** ☐ **Menominee Indian Tribe of Wisconsin**

☐ **Mohican Nation, Stockbridge Munsee Community of Wisconsin** ☐ **Oneida Tribe of Indians of Wisconsin**

☐ **Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin** ☐ **Sokaogon Chippewa (Mole Lake) Community of Wisconsin**

☒ **St. Croix Chippewa Indians of Wisconsin** ☐ **Other: Identify**

3. Provide information on consultation, contacts, meetings, site visit, etc. with Native Americans. (Attach any pertinent correspondence in appendices)

Wanda McFaggen with the St. Croix Chippewa Indians of Wisconsin requested a copy of the archaeological investigations report upon completion.

4. Has a Determination of Eligibility (DOE) been prepared?

☐ **No - Draft EIS-- Survey will be conducted on selected alternative and any DOE prepared will be documented in the Final EIS**

☒ **No - EA- - Survey will be conducted on the selected alternative and any DOE prepared will be documented in FONSI**

☐ **Yes - Complete the items 5 through 12 below:**

5. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property? NA

☐ **No**

☐ **Project is not federally funded**

☐ **Property is not on or eligible for the National Register of Historic Places.**

☐ **Other - explain:**

☐ **Yes - Complete Factor Sheet O - Unique Area Impact Evaluation**

6. Identify site(s) that will be affected by the project and indicate effect: NA – No Eligible Sites

Site 47 Sc-126 **Effect:** No Effect

Site 47 Sc-127 **Effect:** No Effect

Site 47 Sc-128 **Effect:** No Effect

Site 47 Sc-129 **Effect:** No Effect

Site 47 Sc-130 **Effect:** No Effect

Site **Effect:**

7. Date(M/d/yy) Advisory Council on Historic Preservation(ACHP) Notified of project by FHWA
NA

8. Date of Consultation: NA

a) **Date(M/d/yy) SHPO** **Data Recovery Plan accepted?**
b) **Date(M/d/yy) Native Americans,** **Data Recovery Plan accepted?**

Specify Tribe(s) Consulted

☐ **Bad River Band of Lake Superior Chippewa** ☐ **Forest County Potawatomi Community of Wisconsin**

☐ **HoChunk Nation** ☐ **Lac de Flambeau Band of Lake Superior Indians of Wisconsin**

☐ **LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin** ☐ **Menominee Indian Tribe of Wisconsin**

☐ **Mohican Nation, Stockbridge Munsee Community of Wisconsin** ☐ **Oneida Tribe of Indians of Wisconsin**

☐ **Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin** ☐ **Sokaogon Chippewa (Mole Lake) Community of Wisconsin**

☐ **St. Croix Chippewa Indians of Wisconsin** ☐ **Other: Identify**

9. Has a Memorandum of Agreement (MOA) been developed? No, none necessary for archaeology.

Indicate Date(M/d/yy) Signed

Signatories: ☐ **FHWA** ☐ **SHPO** ☐ **WisDOT** ☐ **Native Americans, Specify Tribe(s)**

☐ **Bad River Band of Lake Superior Chippewa** ☐ **Forest County Potawatomi Community of Wisconsin**

☐ **HoChunk Nation** ☐ **Lac de Flambeau Band of Lake Superior Indians of Wisconsin**

☐ **LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin** ☐ **Menominee Indian Tribe of Wisconsin**

☐ **Mohican Nation, Stockbridge Munsee Community of Wisconsin** ☐ **Oneida Tribe of Indians of Wisconsin**

☐ **Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin** ☐ **Sokaogon Chippewa (Mole Lake) Community of Wisconsin**

☐ **St. Croix Chippewa Indians of Wisconsin** ☐ **Other: Identify**

10. **Date MOA transmitted to ACHP:** NA

11. **Has a Documentation for Consultation (D for C) been prepared?** NA

Date (M/d/yy) transmitted to SHPO:

Date (M/d/yy) transmitted to ACHP:

Public Interpretation:

12. **List pertinent commitments to be included in the project's contract specifications:** NA

Wisconsin Department of Transportation

R - HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (UST's)

REV 11-21-96

Alternative: Alternative 4 (Baldwin East Bypass) and Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Briefly describe the results of the initial project review on the parcels affected by this project.

A Phase 1 Hazardous Materials Assessment was conducted for the preferred alternative alignment. Twenty-six sites with potential hazardous material concerns were located along the proposed project corridor and bypass route. Based on the review of data collected and site observations, fifteen sites appear to require no further action and eleven sites are recommended for Phase 2 or Phase 2.5 investigations. The sites include residential and agricultural properties, restaurants, filling stations, a former orchard, and a trucking company.

2. Indicate the type(s) of contamination (if any) suspected to be affecting sites in the project area.

The majority of contamination in the project area is likely from leaking underground storage tanks (LUSTs), underground storage tanks (USTs), and aboveground storage tanks (ASTs). Petroleum products are suspected to have created volatile organic compounds (VOC), dissolved-phase, and free-phase product contamination in both the soil and groundwater at various affected sites. One site may be contaminated with herbicides or pesticides.

3. Indicate the number and identify the parcels which are determined to require an Environmental Site Investigation or for which the Initial project review was not conducted.

Of the twenty-six sites identified, eleven are recommended for Phase 2 or Phase 2.5 investigations. These sites are listed in the following table. For specific location information regarding these sites, please refer to the Phase 1 Hazardous Materials Assessment report.

Map I.D. No.	Site Name	Recommendation	Justification
31	542 US 63	Phase 2.5	Documented contamination and property acquisition planned.
14	NE ¼ of the I-94/US 63 Interchange	Phase 2.5	Documented contamination and property acquisition planned.
B	951 US 63	Phase 2	Potential herbicide and pesticide impacts from historical orchard land use.
25	733 220th Street	Phase 2	Acquiring property. Potential for contamination from USTs and ASTs.
H	1016 US 63	Phase 2	Acquiring property and there is no information on AST contents or history.

Map I.D. No.	Site Name	Recommendation	Justification
I	1050 US 63	Phase 2	Acquiring property. Potential for contamination from USTs.
O	1876 US 63	Phase 2	Acquiring property. Potential contamination from ASTs and drum.
Q	1901 WIS 46	Phase 2.5	"Open" LUST site. Known contamination and potential acquisition and excavation.
R	SW ¼ of US 63/WIS 64/ WIS 46 Intersection	Phase 2.5	LUST site with documented soil and groundwater contamination. Potential R/W acquisition and excavation.
S	NW ¼ of US 63/WIS 64/ WIS 46 Intersection	Phase 2	Active gasoline station. Potential R/W acquisition and excavation.
T	SE ¼ of US 63/WIS 64/ WIS 46 Intersection	Phase 2	Active gasoline station. Potential R/W acquisition and excavation.

4. Describe proposed course of action to avoid hazardous materials contamination for this project. For example, changes in location, changes in design, remediation of contaminated areas, etc.

This project is in the planning stage and is not proposed for construction until traffic volumes warrant the bypass construction for Section 1 and the on-alignment improvements for Section 2. Multiple courses of action may be taken for the various sites of concern in the future, including design and location alterations or remediation. As design and construction approaches, these sites should be re-evaluated to determine construction impacts and the current status of the hazardous materials issues identified.

Wisconsin Department of Transportation
S - AESTHETICS

Alternative: Alternative 4 (Baldwin East Bypass) and Stage 2 (4 lane limited access highway) **Preferred?** Yes	**Portion of project this sheet is evaluating if different from First Basic Sheet** Not Applicable

1. Identify the alternative discussed on this sheet if it is different from the proposed action addressed in item on the first Basic Sheet or is different from the "Preferred Alternative" identified on the second Basic Sheet.

Not applicable.

2. Identify and briefly describe the visual character of the landscape. Include elements in the view shed such as landforms, water bodies, vegetation and human developments.

The visual character of the landscape in the proposed US 63 corridor is primarily rural with cultivated fields covering rolling hills and occasional wooded parcels. The Village of Baldwin (population 2000) lies just north of I-94, east and west of existing US 63. Near the I-94 interchange, there are highway-oriented commercial land uses. Approximately 6.5 miles north of the I-94/US 63 interchange is Pine Lake. The Pine Lake environmental corridor consists of open water, wetland, and wooded upland.

Highway-oriented commercial land uses would probably continue to line the proposed corridor at the Interstate 94/US 63 interchange. North of the Interstate, the proposed corridor would skirt the eastern edge of the Village of Baldwin. North of the Village of Baldwin, the proposed corridor would skirt the eastern edge of the Pine Lake environmental corridor.

3. Indicate the visual quality of the view shed and identify landscape elements that would be visually sensitive.

Because the proposed US 63 corridor consists of common rural Wisconsin/Minnesota landscape, the visual quality of the view shed is not unique. The Pine Lake environmental corridor would be somewhat visually sensitive as there is not a large number of lakes in St. Croix County. However, the existing US 63 alignment skirts the lake's east side.

4. Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

Businesses, residents, farmers, and drivers on roads crossing the facility would view the improved transportation facility. In Section 1 the eastern portion of the Village of Baldwin would have a view of the facility. Up to an estimated one hundred households may be able to see the facility. This view would be more visible in areas where a grade separation is proposed. About 20,000 vehicles per day could use the USH 63 facility around Baldwin and would have a view of the Village from the highway.

Section 2 has a rural character and dispersed land uses, so there would be relatively few viewers of the roadway. More than 6,000 vpd are anticipated to travel the northern portion of the corridor in 2032. This is a relatively high number of travelers that would have a view of the rural landscape from the roadway.

5. Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

The facility would be visible to users and observers at all hours of the day. There are no estimates of amount of viewing time for those observing the facility. Drivers would experience the longest exposure to the improved facility (I-94 to the US 63/WIS 64/WIS 46 intersection). Those crossing the facility would view it for much shorter periods of time.

6. Describe whether and how the project would affect the visual character of the landscape.

Near I-94 and where the proposed corridor would remain on alignment, the project would not affect the visual character of the landscape substantially. In both areas, major highways already exist and affect the area's aesthetics. Around Baldwin, the USH 63 facility profile would roll up and down as it is grade-separated above east-west roadways. Some areas where the profile is raised will be visible from the eastern portion of the Village of Baldwin.

In the proposed off-alignment corridor just north of Baldwin, the visual character of the landscape would also be affected. In this area US 63 would be constructed across existing farm fields. One consideration is that at this point it is difficult to anticipate the visual character of this area because the project would not occur for some time and significant growth is anticipated for this area of St. Croix County.

7. Indicate the effects the project would have on the viewer groups.

In the southern project area the construction of the proposed alternative would have little effect on the viewer groups. USH 63 will have similar characteristics to what exists today. Around the Village of Baldwin, USH 63's rolling profile will show fill sections to portions of the residential neighborhoods on the east side of the Village. Travelers on the USH 63 highway will see the more rural fringes on Baldwin instead of the downtown area they currently see. Northeast of Baldwin, the off-alignment construction of the project will break up the rural landscape. North of the Village in Section 2, viewers of USH 63 will see an expanded roadway. Travelers on USH 63 will continue to see a rural landscape. In the area where the project would have an effect, northeast of Baldwin, the project would interfere with the rural landscape.

8. Discuss mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

Keeping a significant portion of the US 63 corridor on or very close to the existing alignment minimizes adverse visual effects of the project when it is constructed. In the area where the project would have an effect, the profile of the highway would be kept as close to the existing grade as possible to minimize aesthetic effects.